

ORDER OF SHEETS

Section No. 1	Title
Section No. 2	Typical Sections and Details
Section No. 3	Estimate of Quantities
Section No. 3	Miscellaneous Quantities
Section No. 4	Right of Way Plat
Section No. 5	Plan and Profile
Section No. 6	Standard Detail Drawings
Section No. 7	Sign Plates
Section No. 8	Structure Plans
Section No. 9	Computer Earthwork Data
Section No. 9	Cross Sections

TOTAL SHEETS = 72



DESIGN DESIGNATION

A.A.D.T.	=	N/A
A.A.D.T.	=	N/A
D.H.V.	=	N/A
D.D.	=	N/A
T.	=	N/A
DESIGN SPEED	=	N/A
ESALS	=	N/A

CONVENTIONAL SYMBOLS

PLAN

CORPORATE LIMITS

PROPERTY LINE

LOT LINE

LIMITED HIGHWAY EASEMENT

EXISTING RIGHT OF WAY

PROPOSED OR NEW R/W LINE

SLOPE INTERCEPT

REFERENCE LINE

EXISTING CULVERT

PROPOSED CULVERT (Box or Pipe)

COMBUSTIBLE FLUIDS

MARSH AREA

WOODED OR SHRUB AREA

PROFILE

GRADE LINE

ORIGINAL GROUND

MARSH OR ROCK PROFILE (To be noted as such)

SPECIAL DITCH

GRADE ELEVATION

CULVERT (Profile View)

UTILITIES

COMMUNICATION OVERHEAD

COMMUNICATION UNDERGROUND

ELECTRIC OVERHEAD

ELECTRIC UNDERGROUND

GAS

SANITARY SEWER

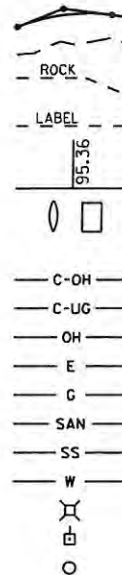
STORM SEWER

WATER

UTILITY PEDESTAL

POWER POLE

TELEPHONE POLE



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

DEPERE - SUAMICO

STH 29 RELOCATION US 41 - CTH J

OFF SYSTEM

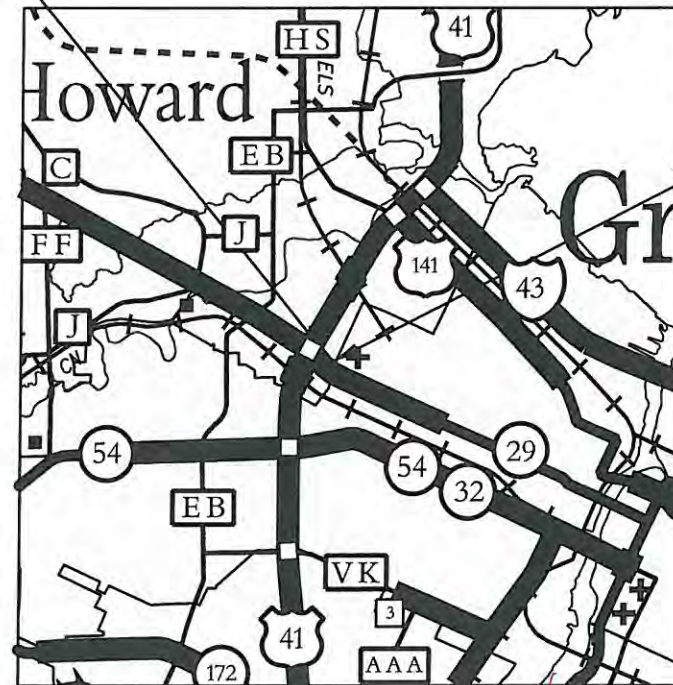
BROWN COUNTY

STATE PROJECT NUMBER
9202-08-77

SHAWANO AVE
LANDSCAPING &
BIKE/PEDESTRIAN TRAIL

BEGIN PROJECT
STA 541SHM+50.45
X= 83901.260
Y= 575270.878

END PROJECT
STA 549SHM+75.37
X=84427.584
Y=574654.743



LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.156 MI.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED ON THE
NORTH AMERICAN VERTICAL DATUM OF 1988 (91) (NAVD 88 (91))
COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY
COORDINATE SYSTEM (WCCS), BROWN COUNTY.

STATE PROJECT

9202-08-77

FEDERAL PROJECT

PROJECT

WISC 2014004

CONTRACT

1



ORIGINAL PLANS PREPARED BY

HNTB 1144 WEST PARK PLACE
MILWAUKEE, WI 53224
(414) 359-2300



7/29/13
7/29/13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor NE REGION

Designer HNTB

Project Manager PAUL VRANEY

Regional Examiner KATHLEEN SLATTERY

Regional Supervisor CHAD DEGRAVE

C.O. Examiner

APPROVED FOR THE DEPARTMENT
DATE: 07/30/13
Signature

E

GENERAL NOTES

THE CONTRACTOR SHALL CONTACT THE UTILITIES AND DIGGERS HOTLINE TO LOCATE AND FIELD VERIFY UTILITIES. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

RIGHT OF WAY LINES SHOWN ON THE CROSS SECTIONS ARE APPROXIMATE.

PROTECT INLETS WITH PROPER INLET PROTECTION AT LOCATIONS EXHIBITING RISK OF BEING IMPACTED BY CONSTRUCTION OPERATIONS AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

PLACE SALVAGED TOPSOIL IN ALL GRADED AREAS AS DESIGNATED BY THE ENGINEER IMMEDIATELY AFTER GRADING HAS BEEN COMPLETED. SEED, MULCH AND FERTILIZE ALL AREAS 5 DAYS AFTER PLACEMENT OF SALVAGED TOPSOIL.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESHAPING AND RESTORING (SEEDING, MULCHING AND FERTILIZER) DISTURBED AREAS AT THE DIRECTION OF THE ENGINEER. ASSUMED CONSTRUCTION LIMITS AS SHOWN ON THE PLANS WERE USED TO CALCULATE PROJECT RESTORATION QUANTITIES FOR OUTSIDE SLOPE INTERCEPTS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY ANY OPERATION OUTSIDE OF THE ASSUMED CONSTRUCTION LIMITS AT THE CONTRACTOR'S EXPENSE.

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL WILL NOT BE PERMITTED IN WETLANDS, FLOODWAY OR FLOODPLAIN OF ANY WATERWAY.

CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF SALVAGED TOPSOIL WHERE REQUIRED. SALVAGED TOPSOIL SHALL BE REPLACED WITH SPECIFIED THICKNESS AS OUTLINED IN THE STANDARD SPECIFICATIONS.

WHEN THE QUANTITY OF ASPHALTIC SURFACE OR BASE AGGREGATE IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLAN IS THE MINIMUM REQUIRED AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

SAWING ASPHALT AND SAWING CONCRETE LOCATIONS AT THE MATCHLINE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

CONTRACTORS SHALL VERIFY INVERT ELEVATIONS AT ALL PROPOSED STORM SEWER CONNECTION POINTS TO EXISTING SYSTEMS.

FERTILIZER SHALL NOT BE USED NEAR NAVIGABLE WATERWAYS OR WETLANDS.

THE EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATION WILL BE DETERMINED BY THE ENGINEER.

REMOVAL OF EROSION CONTROL DEVICES IS INCIDENTAL TO THE COST OF THEIR RESPECTIVE BID ITEMS.

EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.

GENERAL NOTES (CONT'D)

EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.

ALL MANHOLE AND INLET OFFSETS ARE GIVEN TO THE CENTER OF THE STRUCTURE.

PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN AND PROVIDE DOCUMENTATION TO THE ENGINEER IN ACCORDANCE WITH THE SPECIFICATIONS.

THE CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL FOR THE PROJECT USING PLAN STANDARD DETAIL DRAWINGS AT THE DIRECTION OF THE ENGINEER. PAYMENT FOR PROJECT TRAFFIC CONTROL WILL BE MADE UNDER THE ITEM "TRAFFIC CONTROL (PROJECT)".

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER THE ITEM "TRAFFIC CONTROL (PROJECT)".

CONTRACTOR SHALL PLACE TRACKING PADS AT EGRESS POINTS REQUIRED FOR CONSTRUCTION OPERATIONS.

CONTRACTOR SHALL NOT DAMAGE CURB AND GUTTER OR PAVEMENTS DURING CONSTRUCTION OPERATIONS. CONTRACTOR SHALL REPLACE CURB AND GUTTER OR PAVEMENTS WHICH ARE DAMAGED BY OPERATIONS AS INCIDENTAL TO THE CONTRACT.

EXISTING SURFACE ELEVATIONS USED TO CALCULATE PROPOSED EARTHWORK QUANTITIES ARE BASED UPON PREVIOUS CONSTRUCTION DTM'S. FIELD CHANGES TO THESE PROPOSED DTM'S WILL NOT BE REFLECTED IN THE EXISTING DTM FOR THIS CONTRACT.

ALIGNMENT IDENTIFIERS	
DOS	DOUSMAN STREET SB
EB	STH 29 EB
EBN	PACKERLAND DRIVE NB
FES	STH 29 EB TO USH 41 SB RAMP
PDM	PACKERLAND DRIVE MULTI-MODAL PATH
SHE	SHAWANO AVENUE EB
SHM	SHAWANO AVENUE MULTI-MODAL PATH
SHW	SHAWANO AVENUE WB
UEB	ULMER DRIVE EB

ORDER OF SECTION 2 DETAIL SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- PLAN DETAILS
- CONTOUR MAP
- EROSION CONTROL
- STORM SEWER PLAN
- PLANT LAYOUT
- ALIGNMENT PLAN



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Hearing Impaired TDD (800) 542-2289
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COUNTY SURVEYOR OR SURVEYS CONTACT

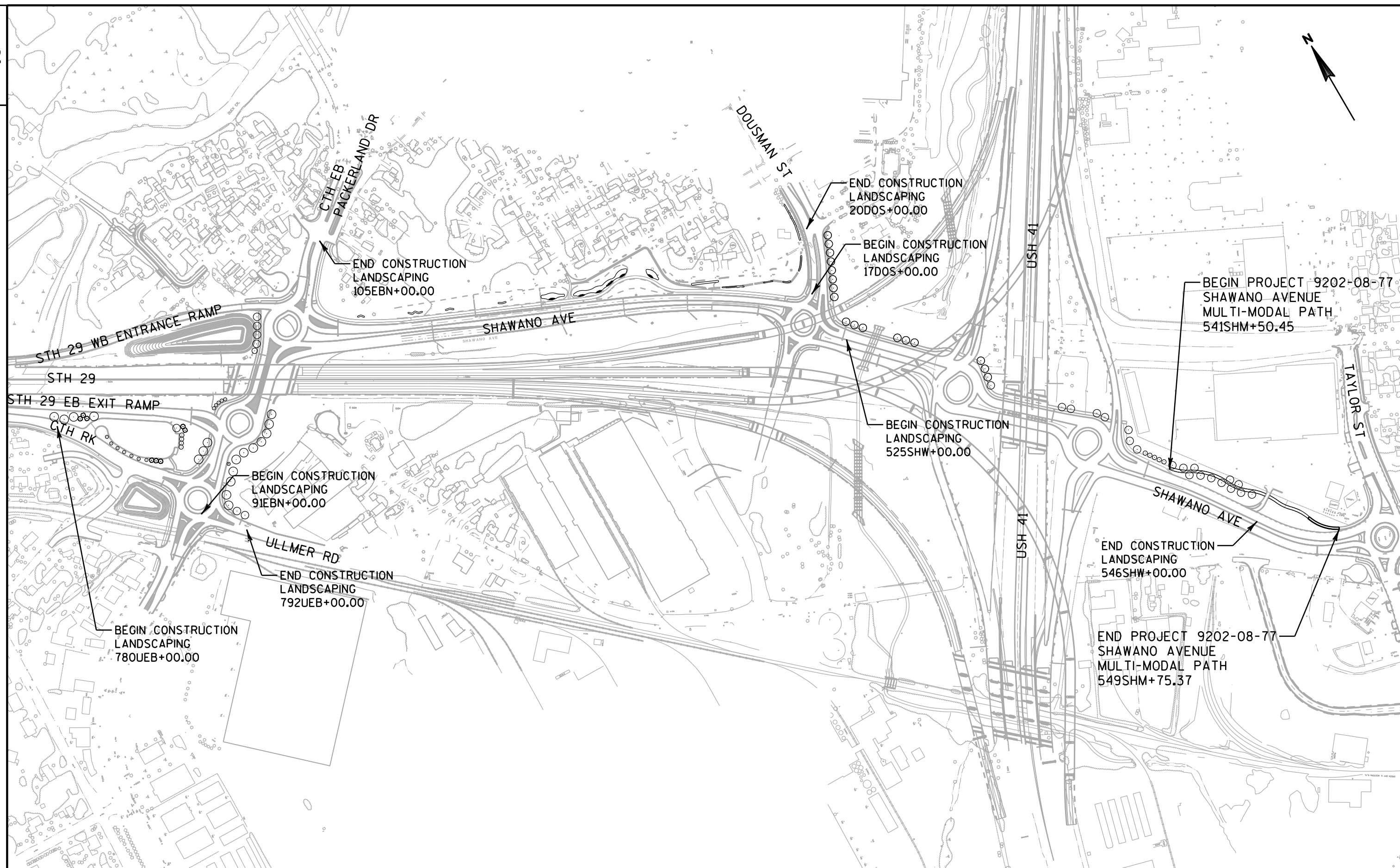
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ford_pj@co.brown.wi.us

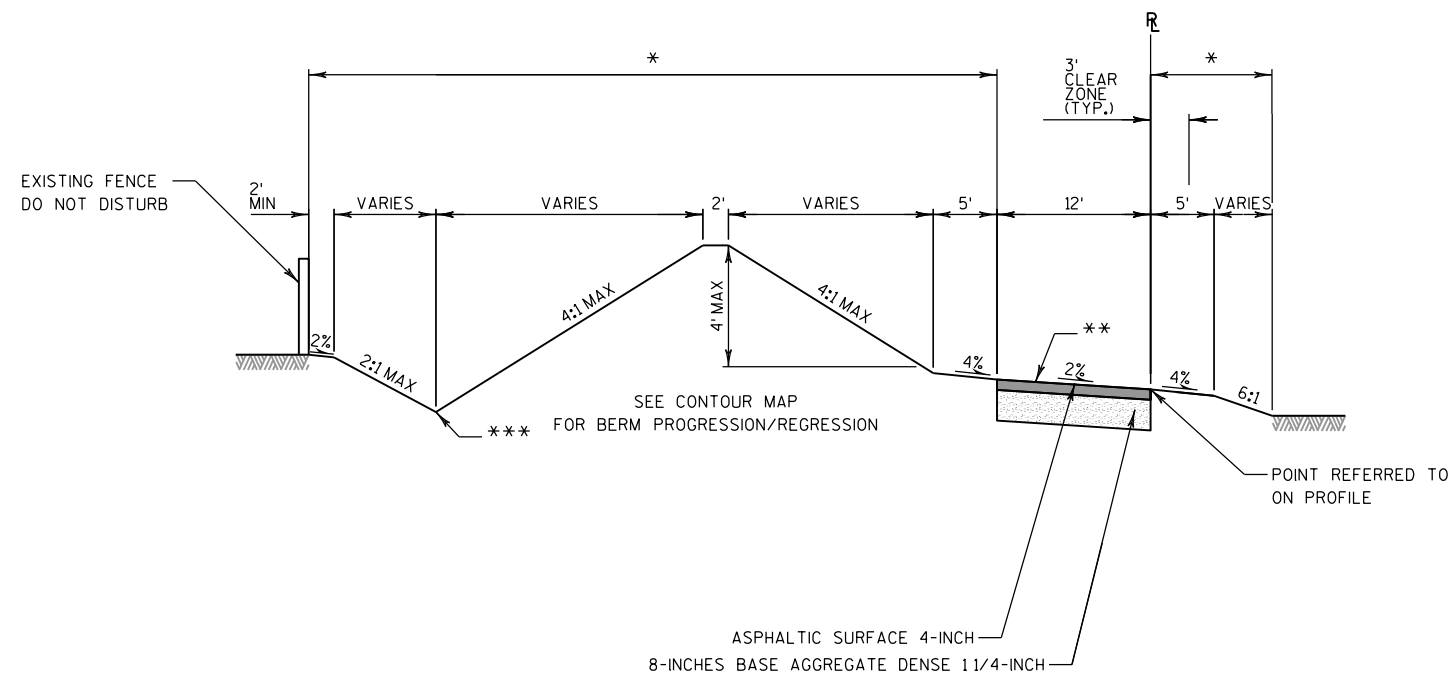
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jschafer@hntb.com

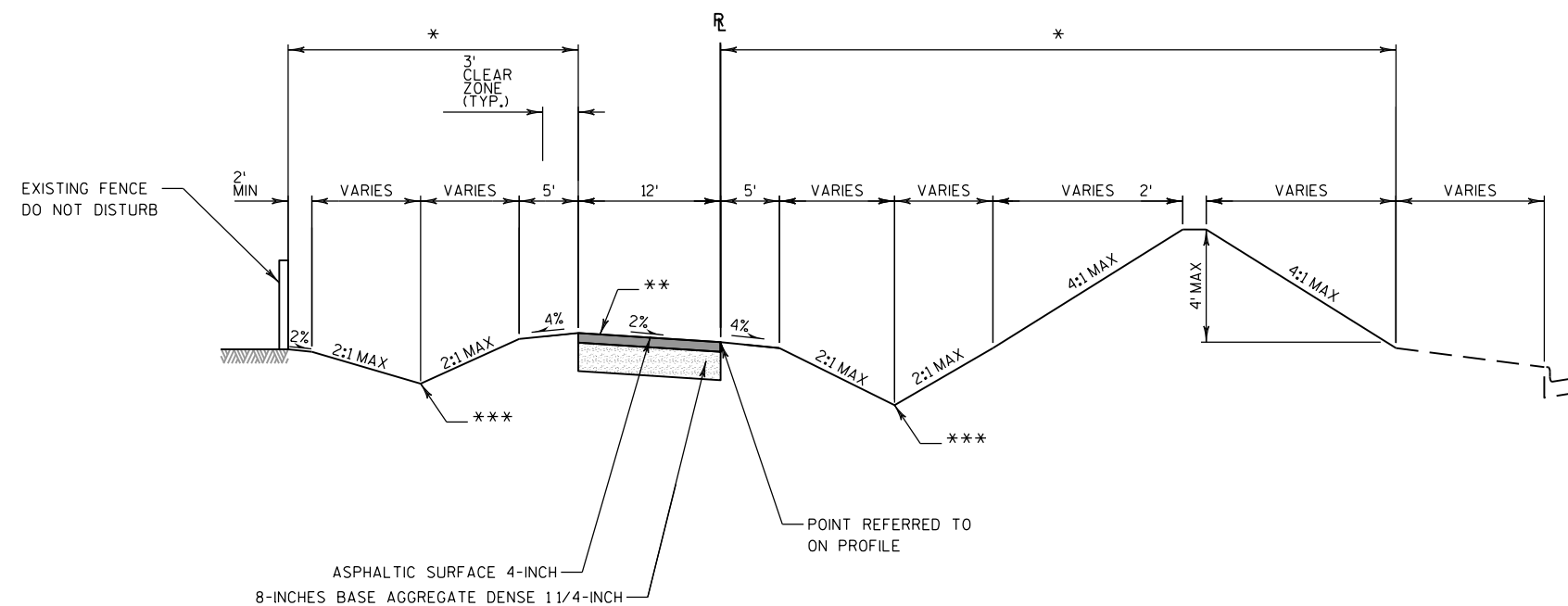
ABBREVIATIONS

AEW	APRON END WALL
AGG	AGGREGATE
BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
C&G	CURB AND GUTTER
C/L	CENTER OR CONSTRUCTION LINE
CMCP	CULVERT PIPE CORRUGATED METAL
CONC	CONCRETE
CP	CULVERT PIPE
CPRC	CULVERT PIPE REINFORCED CONCRETE
CSD	CONCRETE SURFACE DRAIN
CY	CUBIC-YARD
D	DEGREE OF CURVE
Δ	DELTA
DISCH	DISCHARGE
EAT	ENERGY ABSORBING TERMINAL
FE	FIELD ENTRANCE
HMA	HOT MIX ASPHALT
INL	INLET
INV	INVERT
L	LENGTH OF CURVE
LHF	LEFT HAND FORWARD
LT	LEFT
MIN	MINIMUM
M/L	MATCHLINE
NB	NORTHBOUND
NC	NORMAL CROWN
PAVT	PAVEMENT
PC	POINT OF CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PLE	PERMANENT LIMITED EASEMENT
PT	POINT OF TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
R/W	RIGHT-OF-WAY
RC	REVERSE CROWN
RCAEW	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
REQD	REQUIRED
RHF	RIGHT HAND FORWARD
RO	RUN-OFF LENGTH
RRSP	RAILROAD SPIKE
RT	RIGHT
SALV	SALVAGED
SAPBC	SALVAGED ASPHALTIC PAVEMENT BASE COARSE
SB	SOUTHBOUND
SDD	STANDARD DETAIL DRAWINGS
SE	SUPER ELEVATION
SF	SQUARE FOOT
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TLE	TEMPORARY LIMITED EASEMENT
VCL	VERTICAL CURVE LENGTH
VPC	POINT OF VERTICAL CURVE
VPI	POINT OF VERTICAL INTERSECTION
VPT	POINT OF VERTICAL TANGENT





TYPICAL SECTION
SHAWANO AVENUE MULTI-MODAL PATH
STA 541SHM+50.45 TO STA 542SHM+70.45



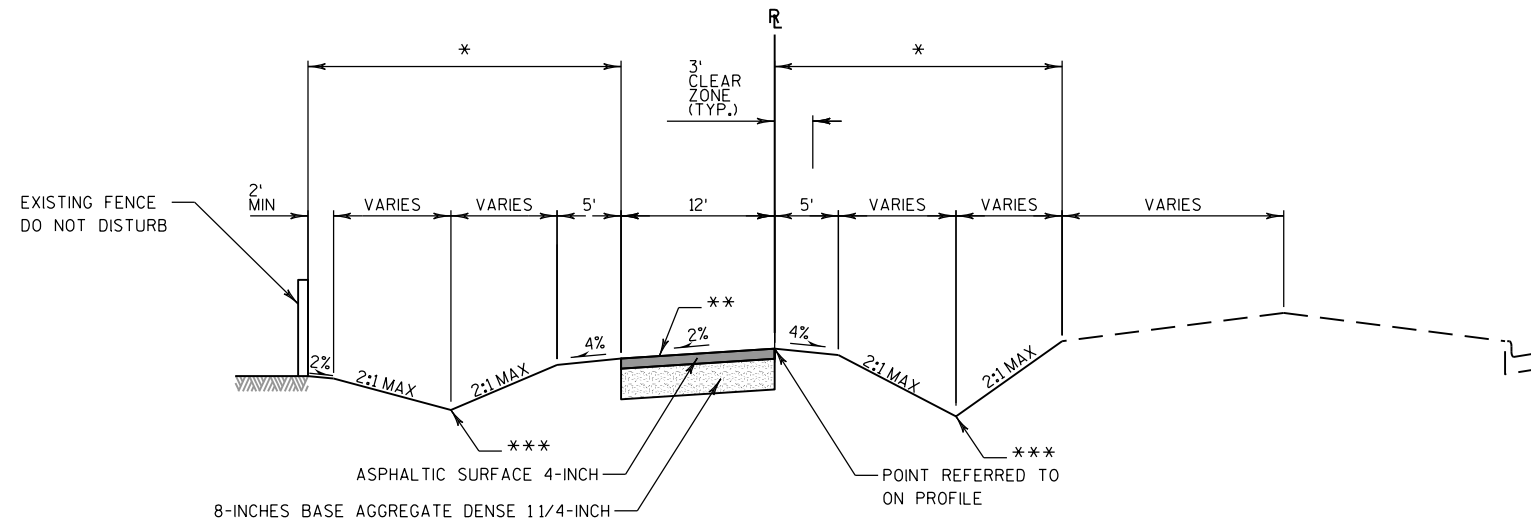
TYPICAL SECTION
SHAWANO AVENUE MULTI-MODAL PATH
STA 542SHM+70.45 TO STA 544SHM+65.45

NOTES:

*PROVIDE 4-INCHES SALVAGED TOPSOIL, SEEDING MIXTURE NO. 40, MULCHING AND FERTILIZER TYPE B FOR ALL DISTURBED AREAS WITHIN SLOPE INTERCEPTS.

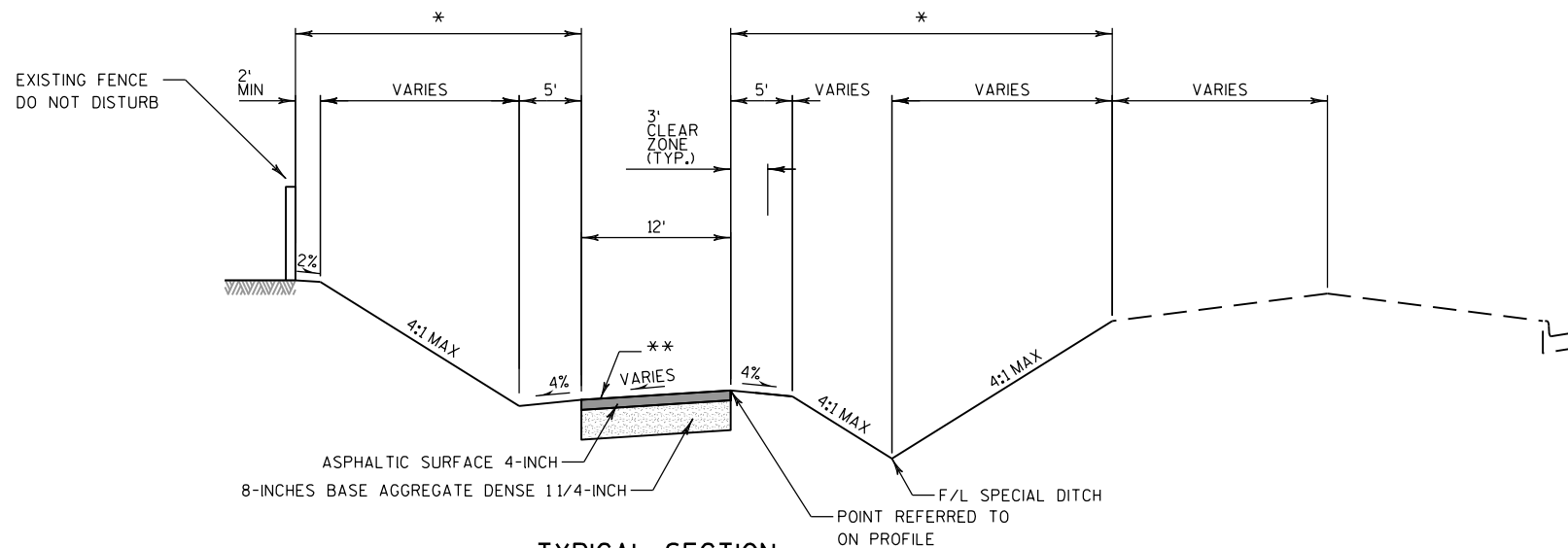
**SEE PLAN DETAILS FOR PATH CROSS SLOPE AND SUPERELEVATION TRANSITIONS

***SEE PLAN AND PROFILE FOR SPECIAL DITCH PROFILE



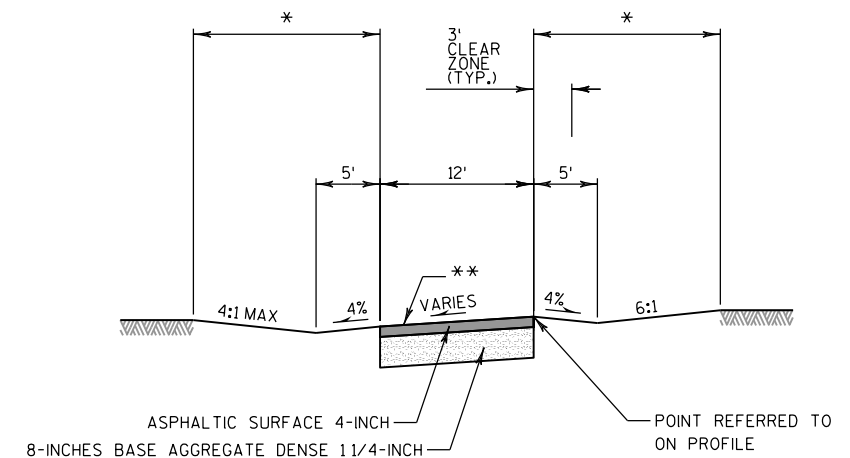
TYPICAL SECTION
SHAWANO AVENUE MULTI-MODAL PATH

STA 544SHM+65.45 TO STA 545SHM+45.00



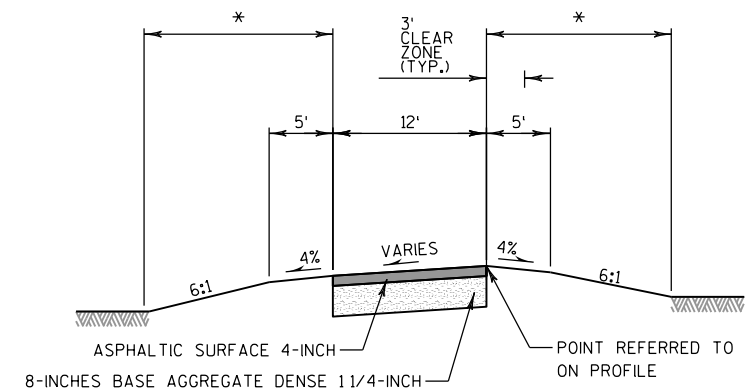
TYPICAL SECTION
SHAWANO AVENUE MULTI-MODAL PATH

STA 545SHM+45.00 TO STA 546SHM+01.50



TYPICAL SECTION
SHAWANO AVENUE MULTI-MODAL PATH

STA 546SHM+21.00 TO STA 547SHM+05.00



TYPICAL SECTION
SHAWANO AVENUE MULTI-MODAL PATH

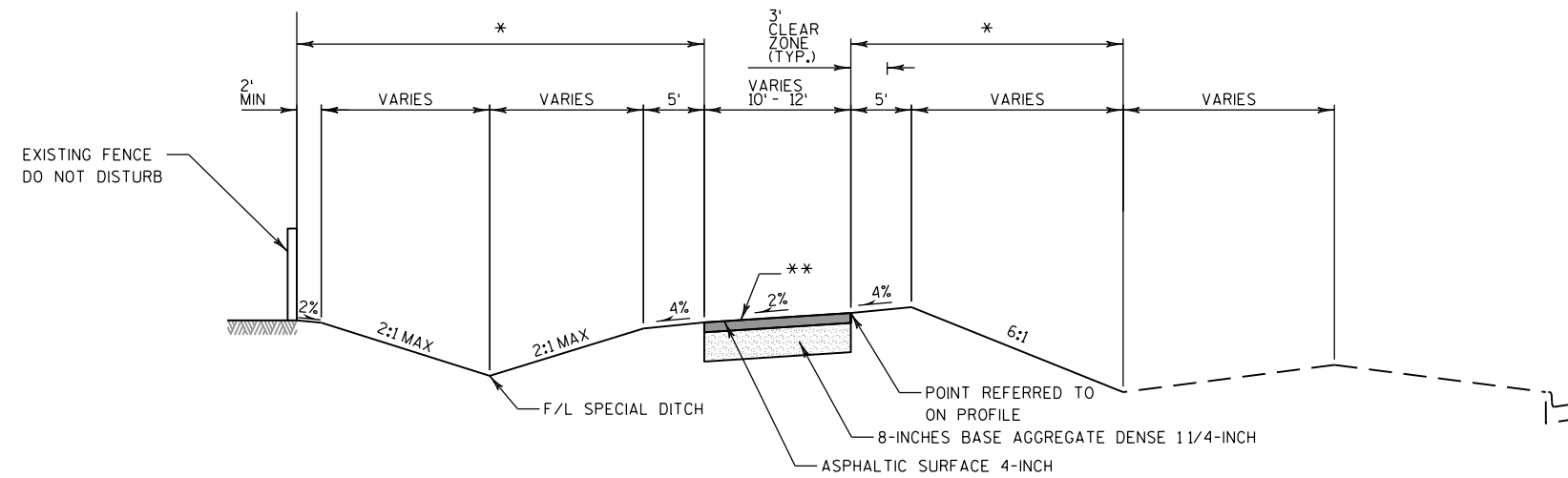
STA 547SHM+05.00 TO STA 547SHM+45.00

NOTES:

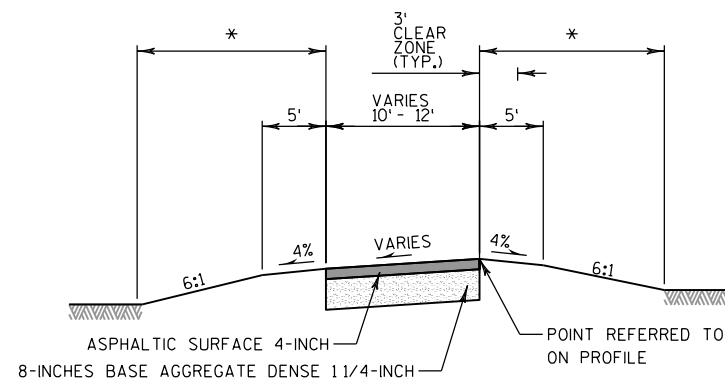
*PROVIDE 4-INCHES SALVAGED TOPSOIL, SEEDING MIXTURE NO. 40, MULCHING AND FERTILIZER TYPE B FOR ALL DISTURBED AREAS WITHIN SLOPE INTERCEPTS.

**SEE PLAN DETAILS FOR PATH CROSS SLOPE AND SUPERELEVATION TRANSITIONS

***SEE PLAN AND PROFILE FOR SPECIAL DITCH PROFILE



TYPICAL SECTION
SHAWANO AVENUE MULTI-MODAL PATH
STA 547SHM+45.00 TO STA 548SHM+05.00



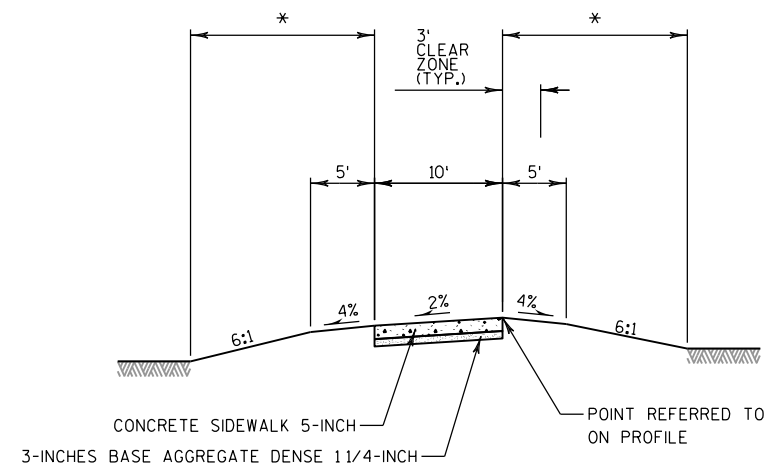
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SHAWANO AVENUE MULTI-MODAL PATH
STA 548SHM+05.00 TO STA 548SHM+22.49

NOTES:

*PROVIDE 4-INCHES SALVAGED TOPSOIL, SEEDING MIXTURE NO. 40, MULCHING AND FERTILIZER TYPE B FOR ALL DISTURBED AREAS WITHIN SLOPE INTERCEPTS.

**SEE PLAN DETAILS FOR PATH CROSS SLOPE AND SUPERELEVATION TRANSITIONS

***SEE PLAN AND PROFILE FOR SPECIAL DITCH PROFILE



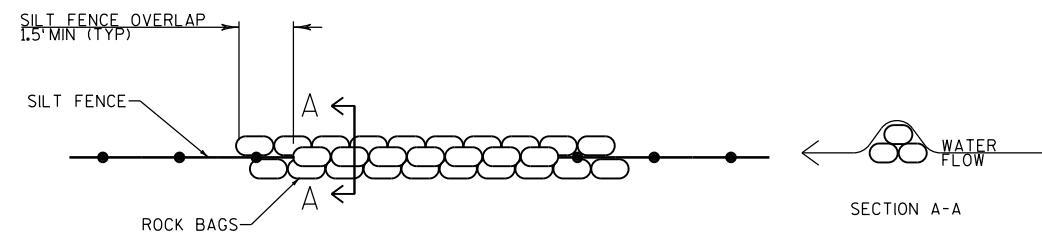
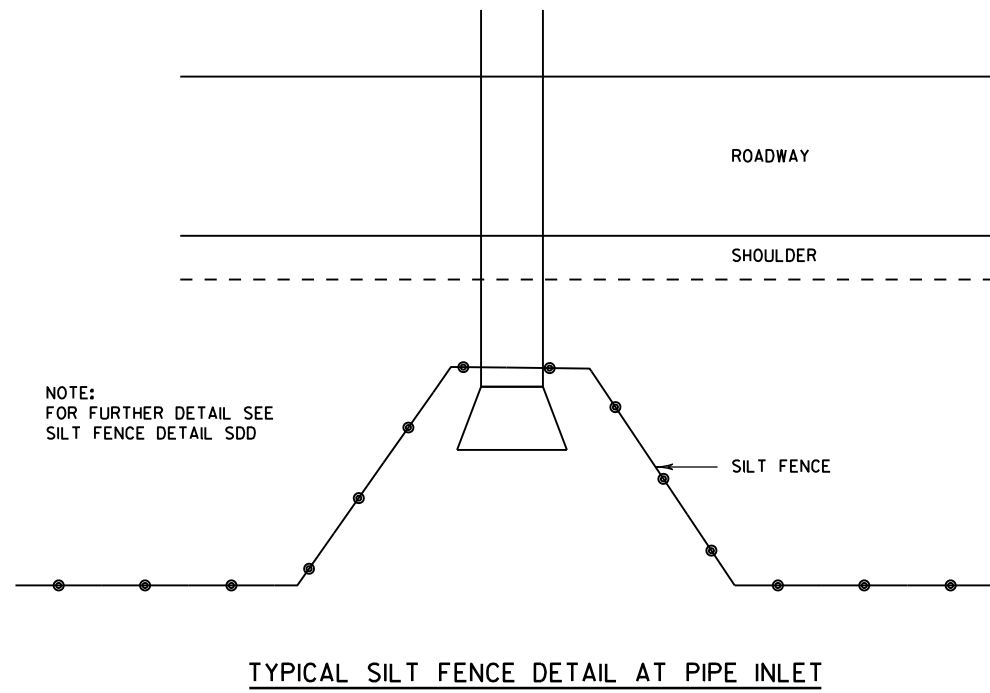
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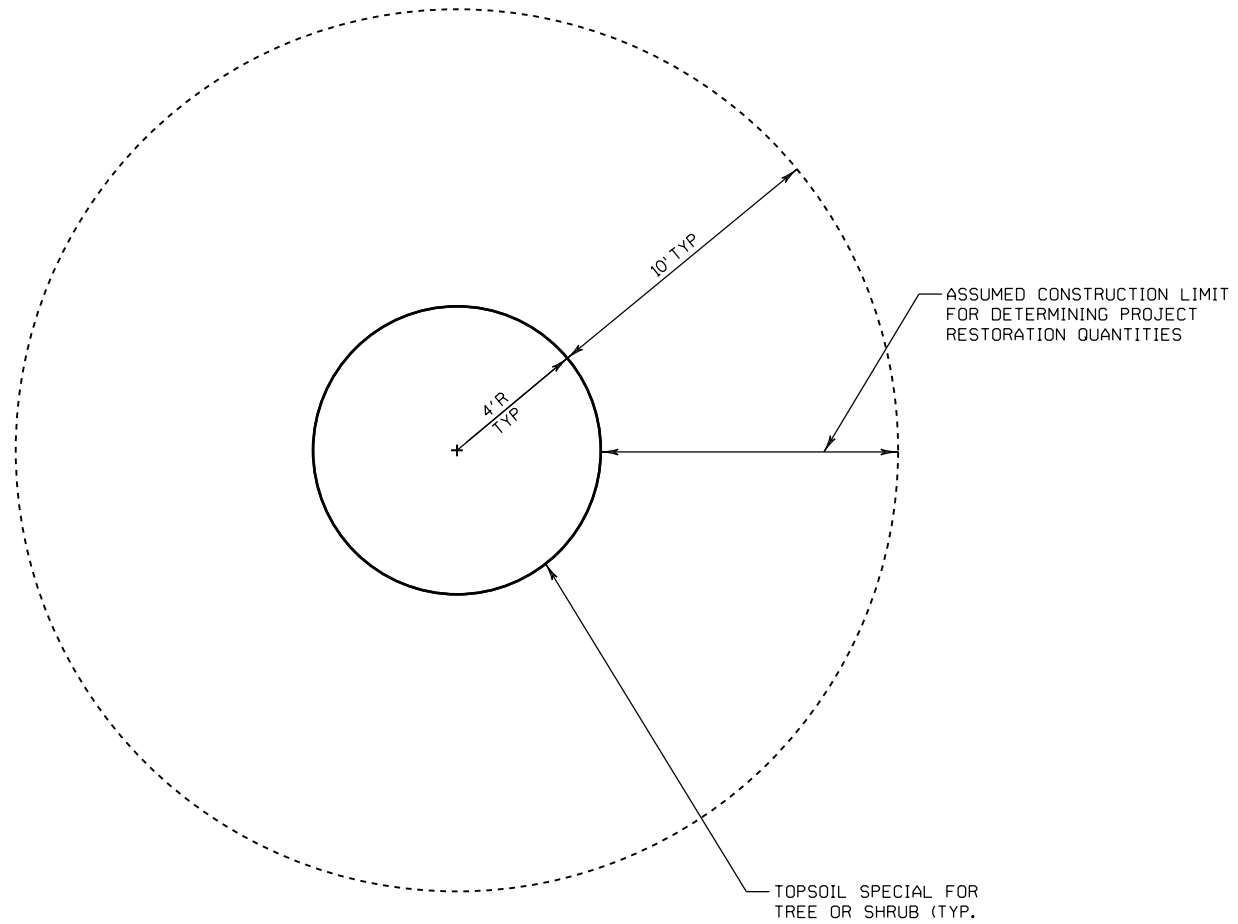
NOTES:

*PROVIDE 4-INCHES SALVAGED TOPSOIL, SEEDING MIXTURE NO. 40, MULCHING AND FERTILIZER TYPE B FOR ALL DISTURBED AREAS WITHIN SLOPE INTERCEPTS.

**SEE PLAN DETAILS FOR PATH CROSS SLOPE AND SUPERELEVATION TRANSITIONS

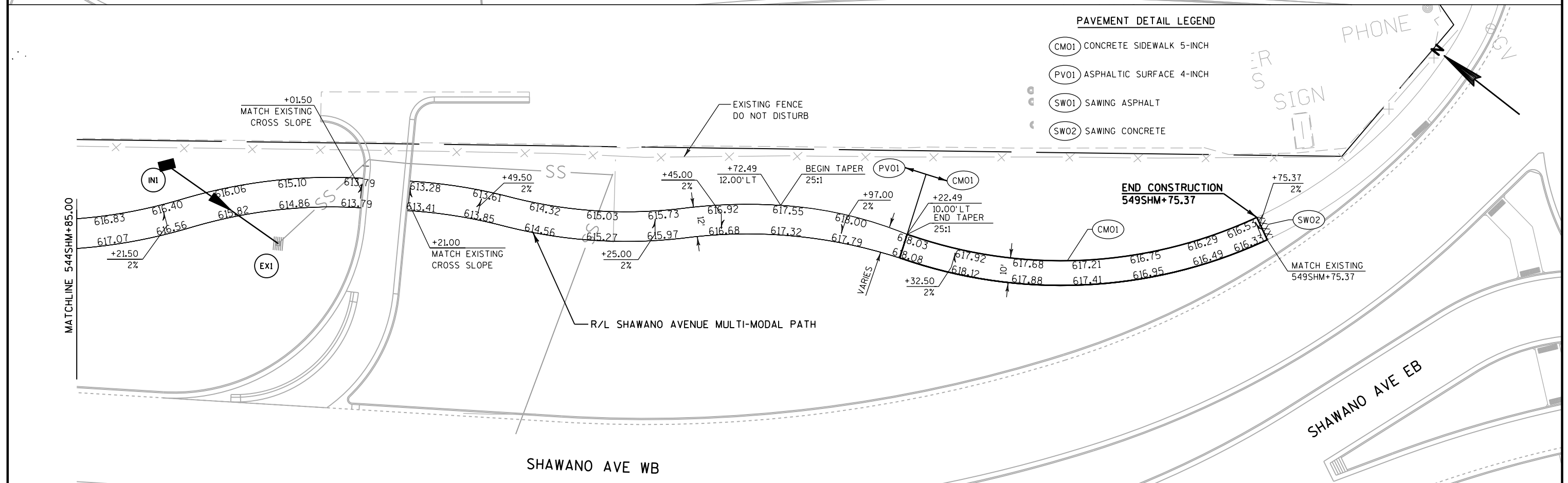
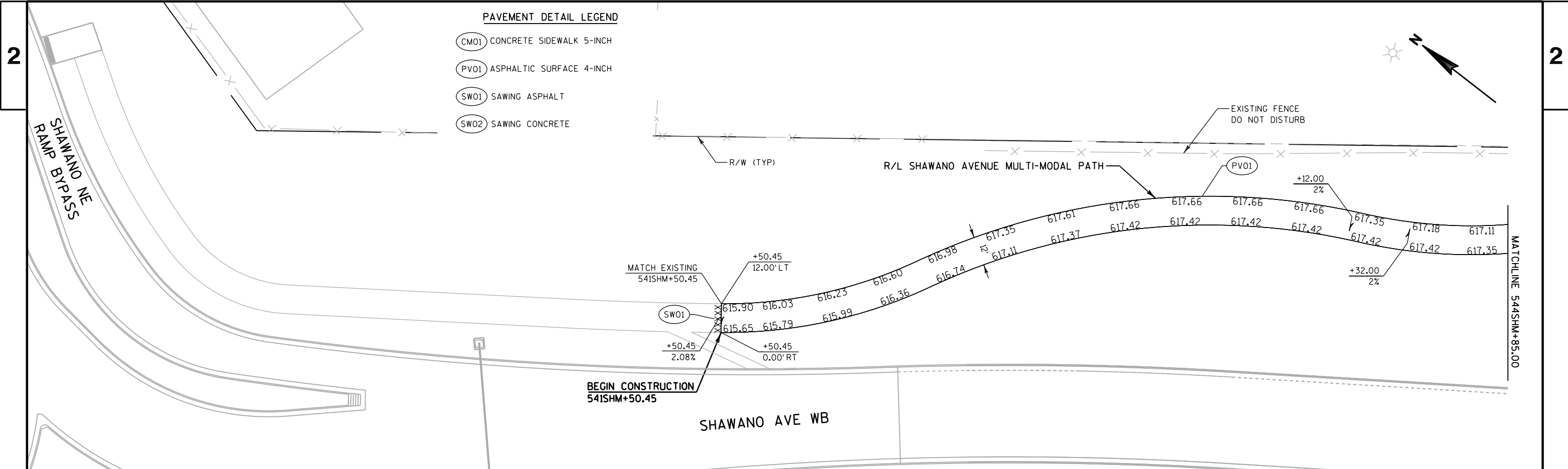
***SEE PLAN AND PROFILE FOR SPECIAL DITCH PROFILE

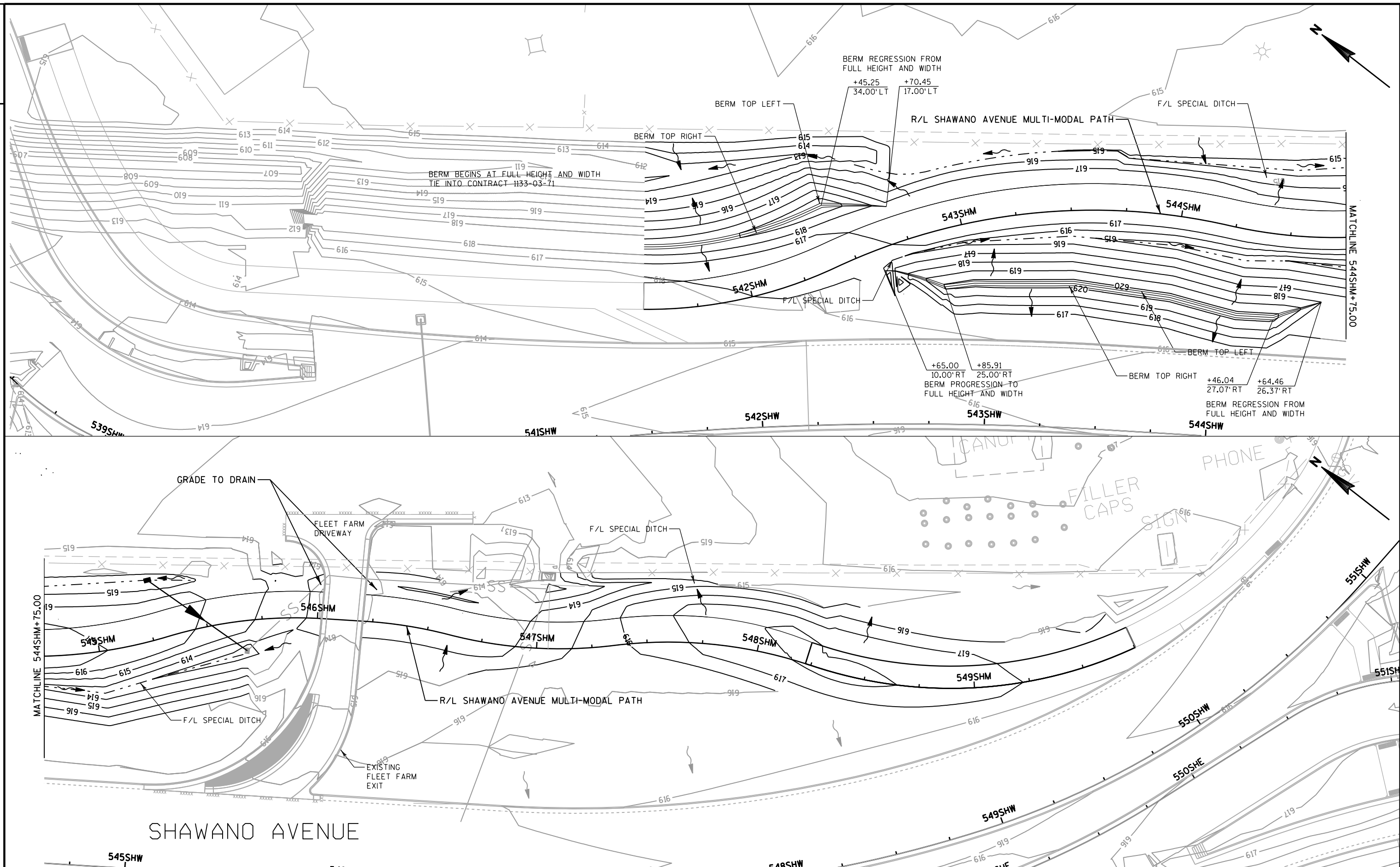


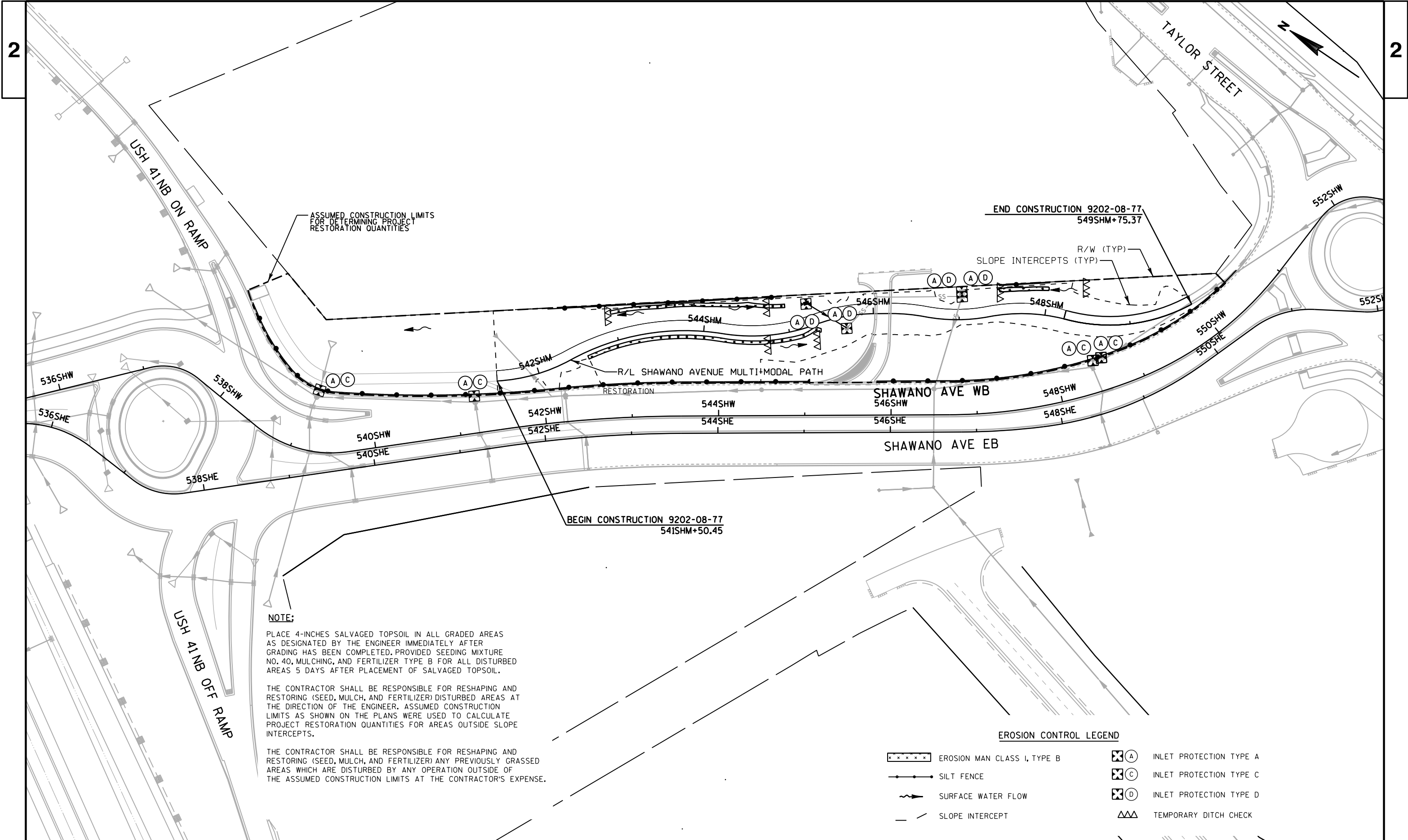


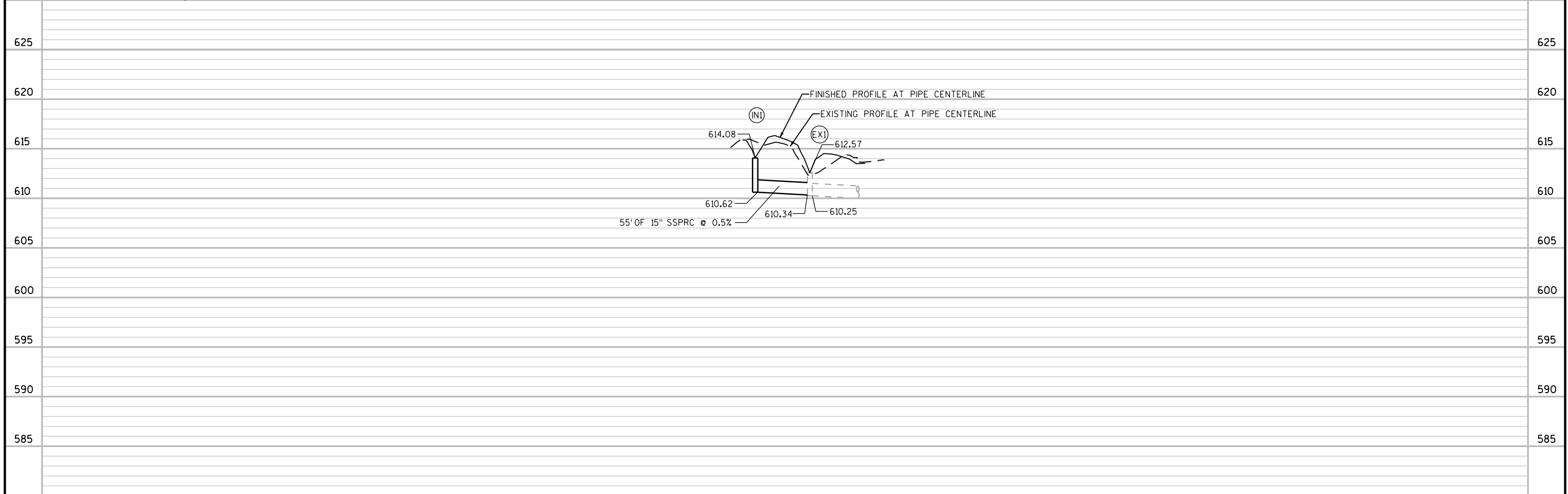
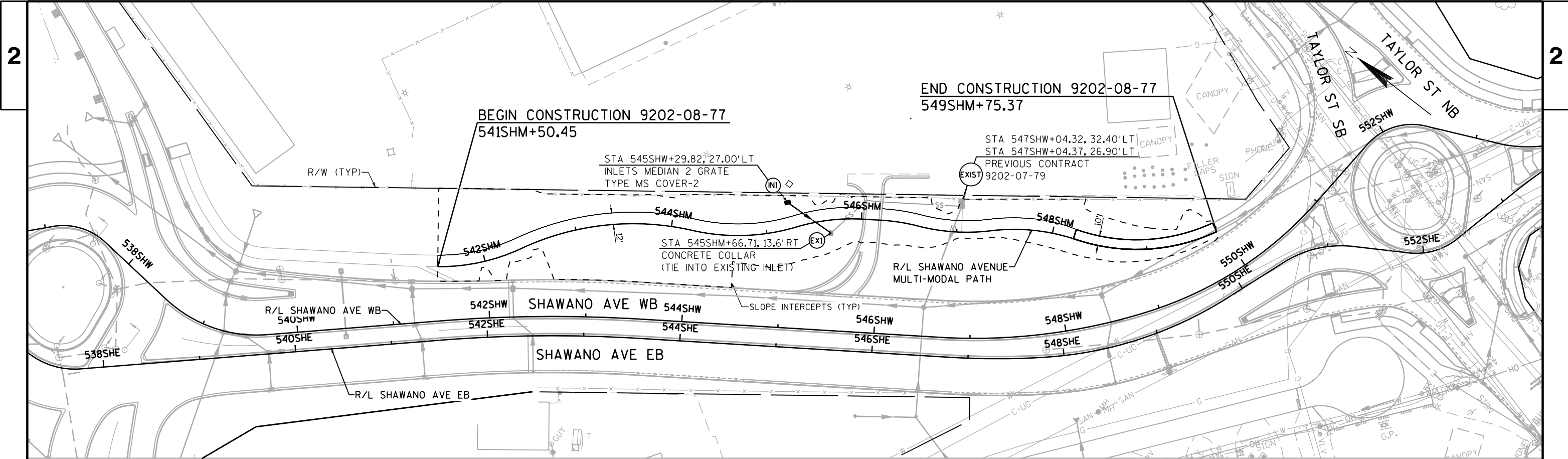
RESTORATION LIMITS

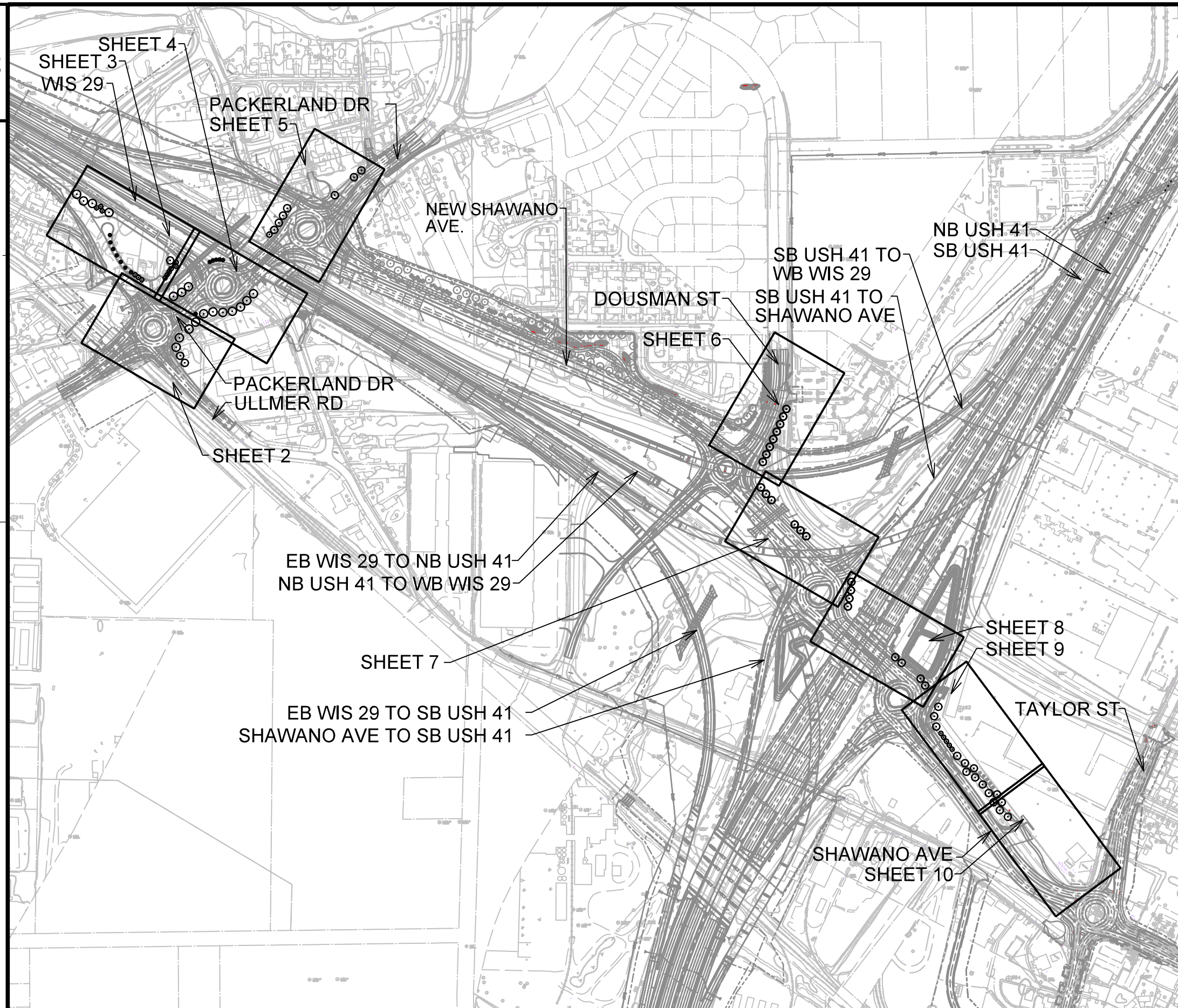
AT TREE OR SHRUB LOCATIONS











2

2 |

787UWB
787UEB
1

788UWB CTH EB

SLOPE INTERCEPT-

SLOPE INTERCEPT

MF
2

104

EA


$$\frac{HT}{2}$$

100

SLOPE INTERCEPT-

ULLMER RD

793UEB

SYM	COMMON NAME
EA	Elm, Accolade
HT	Honeylocust, Thornless 'Imperial'
MF	Maple, Freeman 'Sienna Glenn'

E

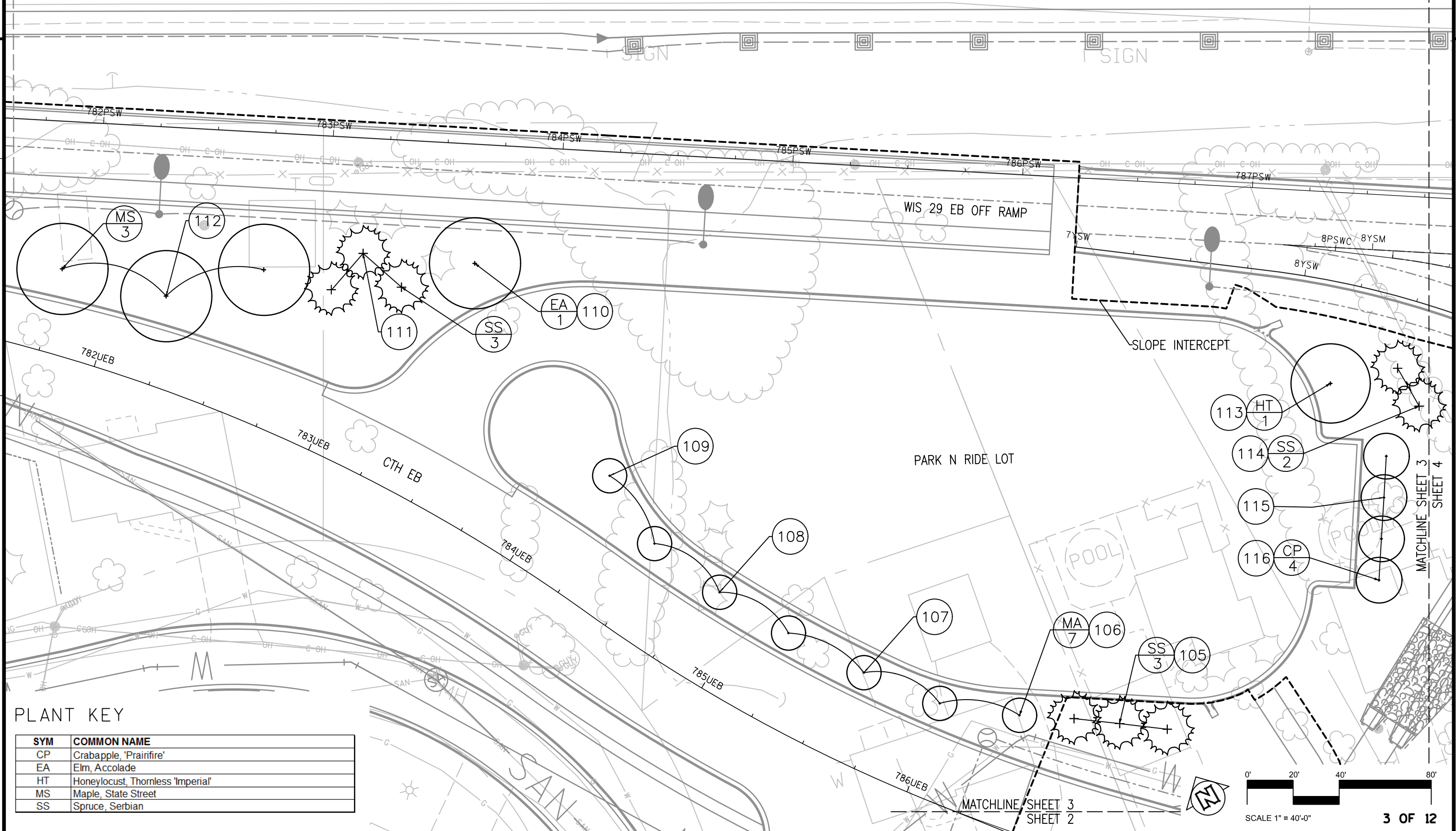
WISDOT/CADDS SHEET 42

LOCATION: SHAWANO AVENUE MULTI-MODAL PATH

WIS 29

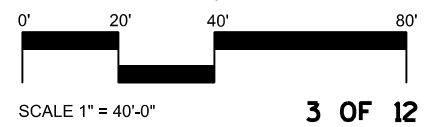
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PLANT KEY

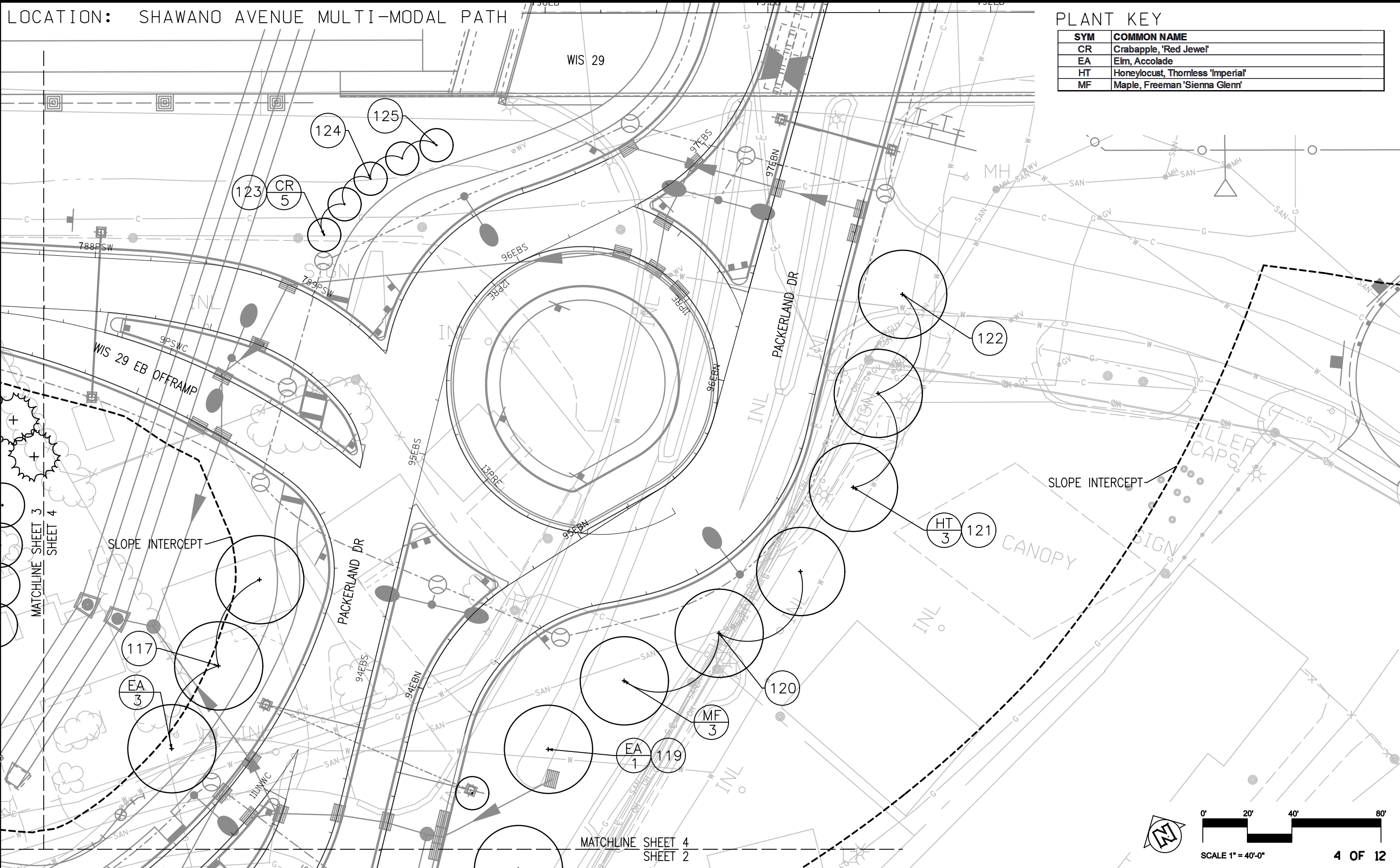
SYM	COMMON NAME
CP	Crabapple, 'Prairifire'
EA	Elm, Accolade
HT	Honeylocust, Thornless 'Imperial'
MS	Maple, State Street
SS	Spruce, Serbian



LOCATION: SHAWANO AVENUE MULTI-MODAL PATH

PLANT KEY

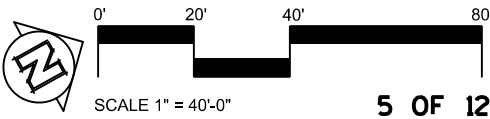
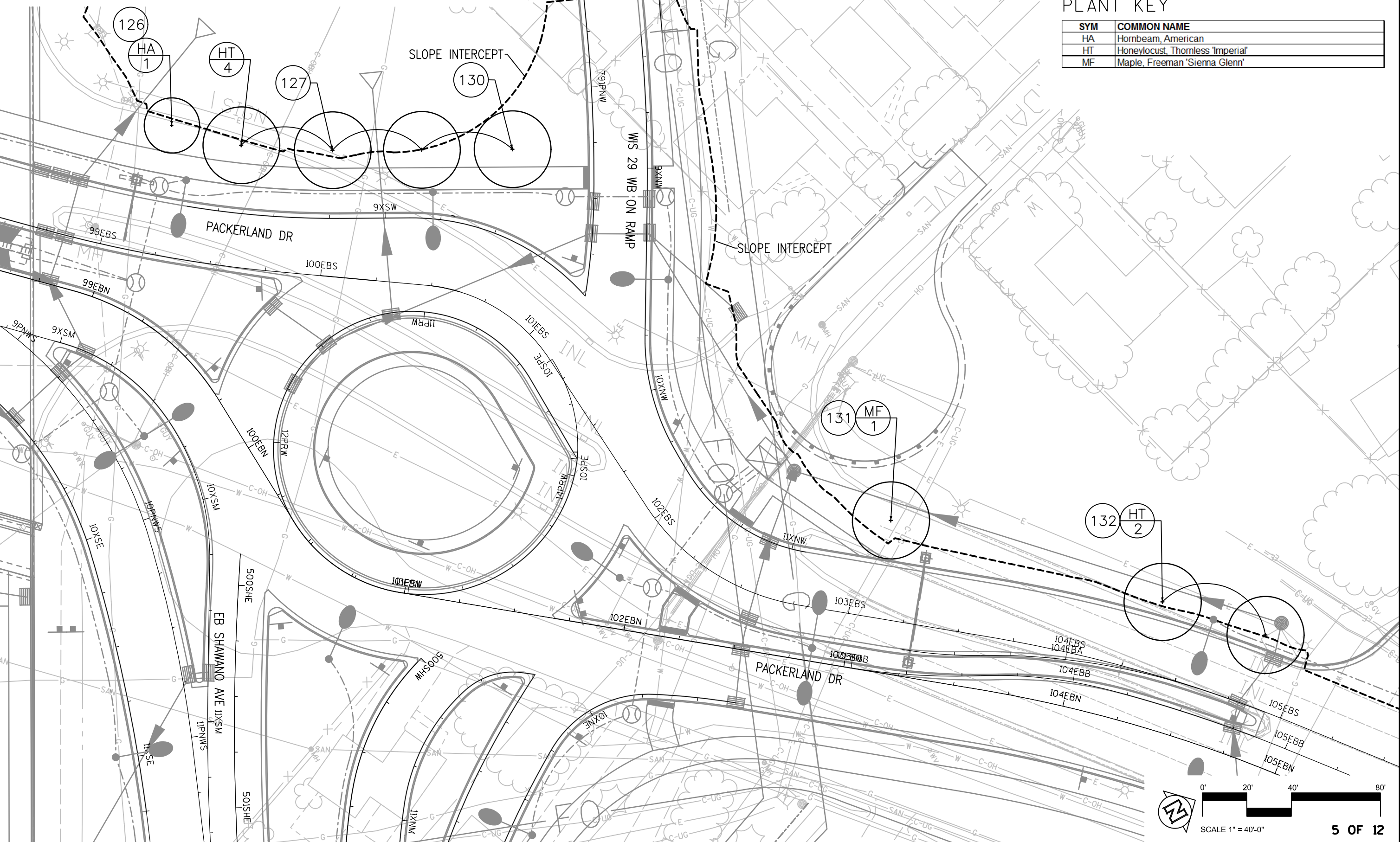
SYM	COMMON NAME
CR	Crabapple, 'Red Jewel'
EA	Elm, Accolade
HT	Honeylocust, Thornless 'Imperial'
MF	Maple, Freeman 'Sienna Glenn'

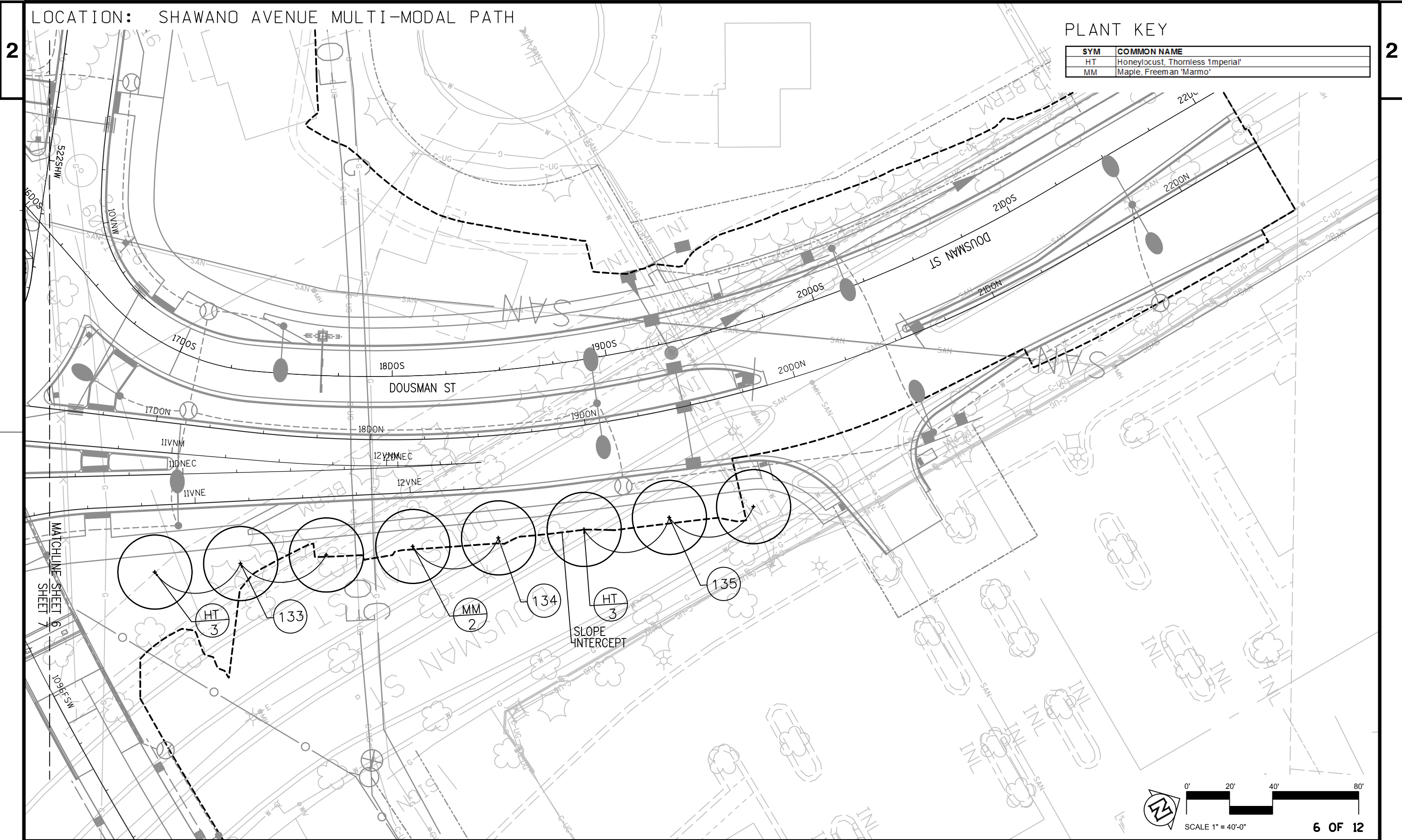


LOCATION: SHAWANO AVENUE MULTI-MODAL PATH

PLANT KEY

SYM	COMMON NAME
HA	Hornbeam, American
HT	Honeylocust, Thornless 'Imperial'
MF	Maple, Freeman 'Sienna Glenn'

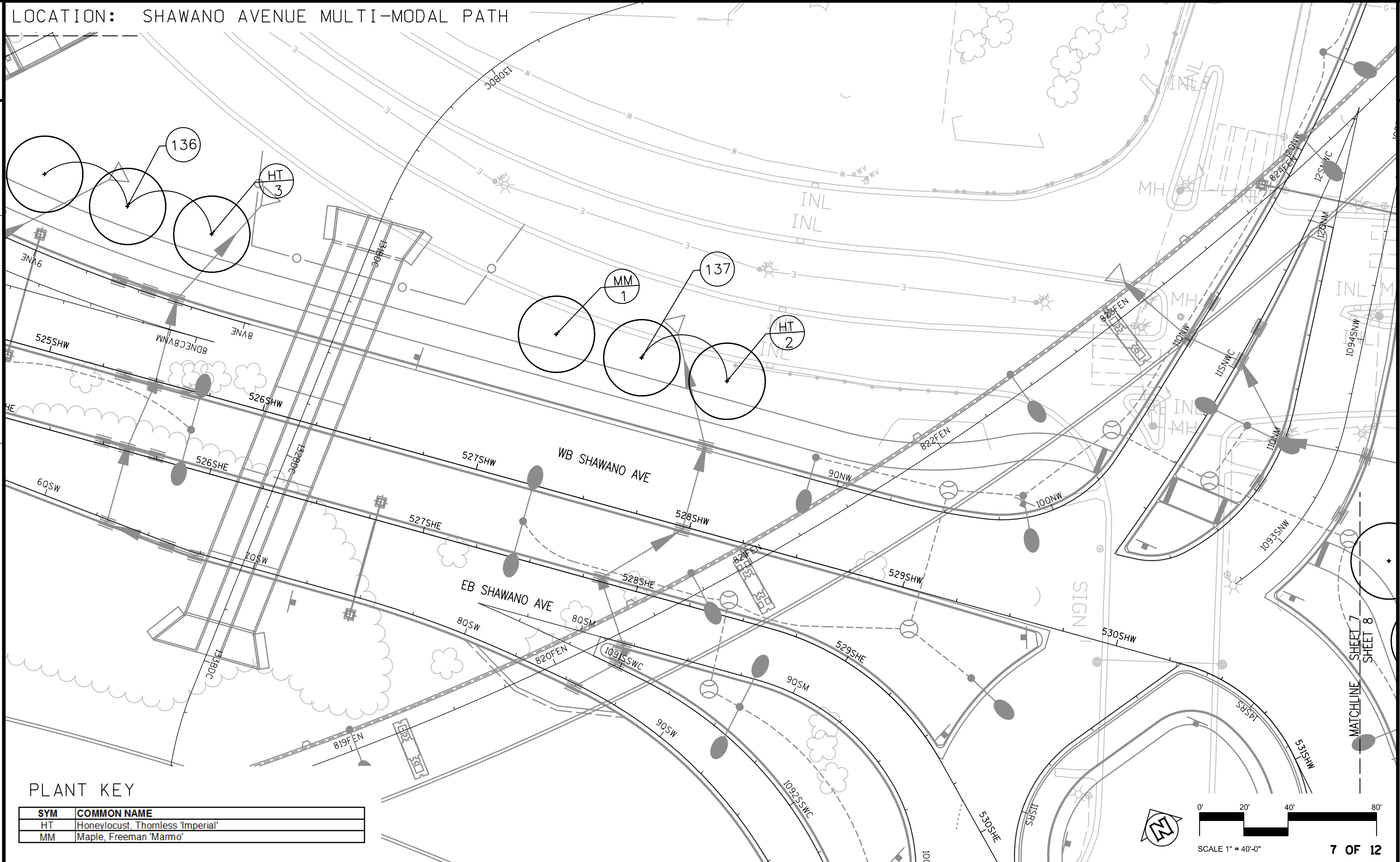




LOCATION: SHAWANO AVENUE MULTI-MODAL PATH

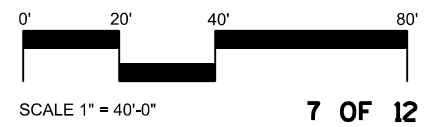
2

2



PLANT KEY

SYM	COMMON NAME
HT	Honeylocust, Thornless 'Imperial'
MM	Maple, Freeman 'Marmo'

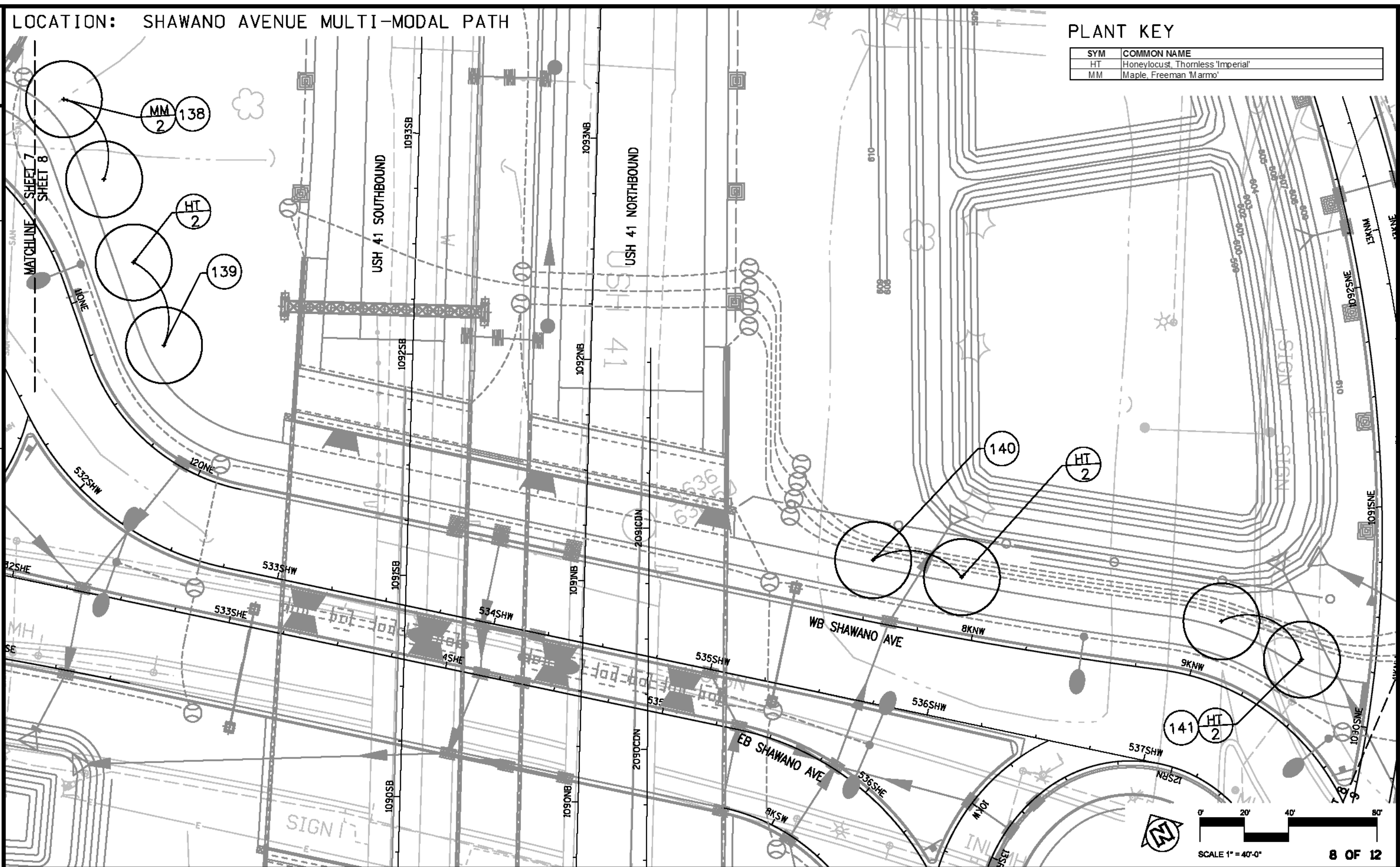


7 OF 12

LOCATION: SHAWANO AVENUE MULTI-MODAL PATH

PLANT KEY

SYM	COMMON NAME
HT	Honeylocust, Thornless 'Imperial'
MM	Maple, Freeman 'Marmo'



PROJECT NO: 9202-08-77

HWY: STH 29

COUNTY: BROWN

PLANT LAYOUT

SHEET

22

E

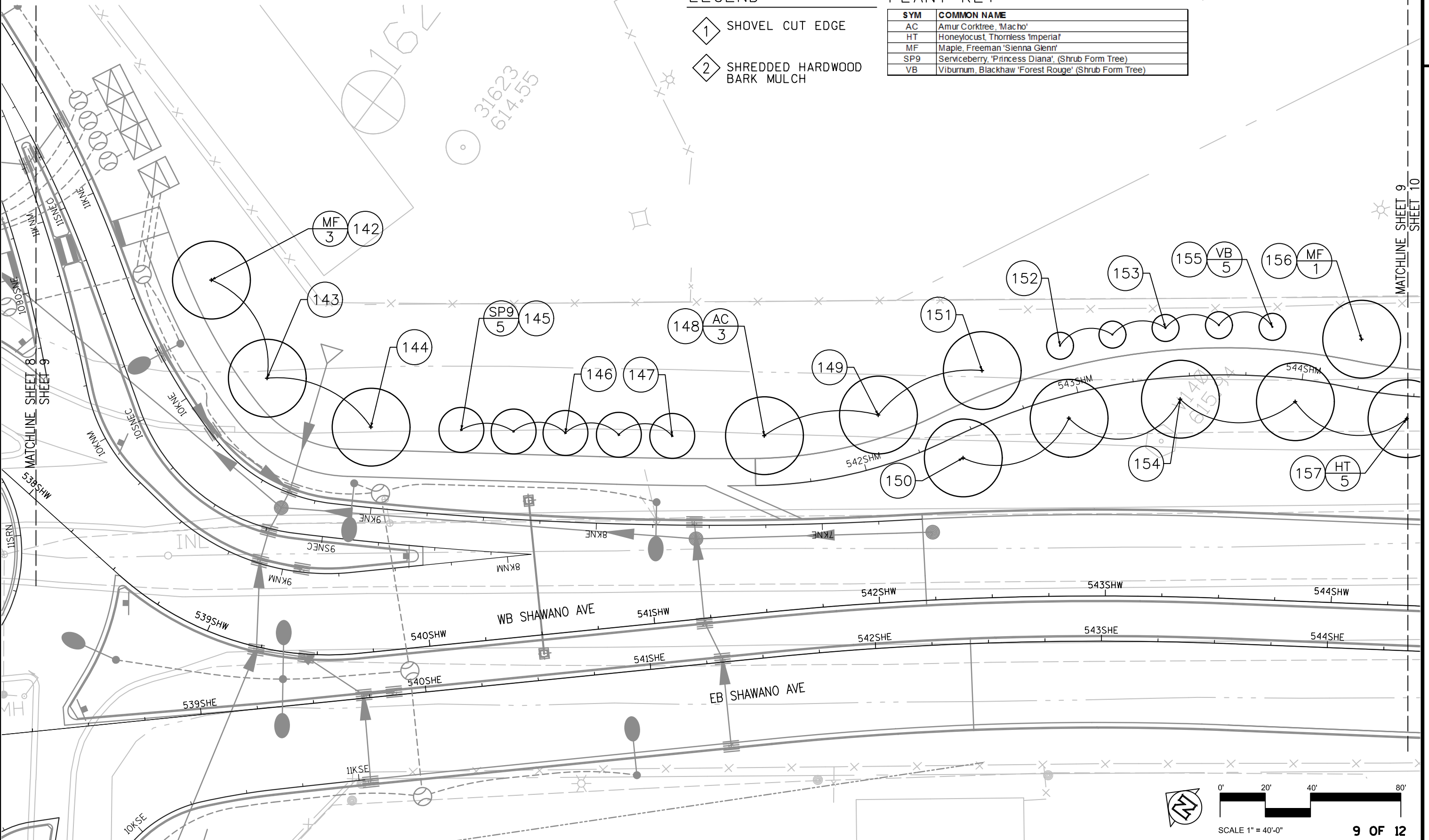
LOCATION: SHAWANO AVENUE MULTI-MODAL PATH

LEGEND

- 1 SHOVEL CUT EDGE
- 2 SHREDDED HARDWOOD BARK MULCH

PLANT KEY

SYM	COMMON NAME
AC	Amur Corktree, 'Macho'
HT	Honeylocust, Thornless 'Imperial'
MF	Maple, Freeman 'Sienna Glenn'
SP9	Serviceberry, 'Princess Diana', (Shrub Form Tree)
VB	Viburnum, Blackhaw 'Forest Rouge' (Shrub Form Tree)



PROJECT NO: 9202-08-77

HWY: STH 29

COUNTY: BROWN

PLANT LAYOUT

SHEET

E

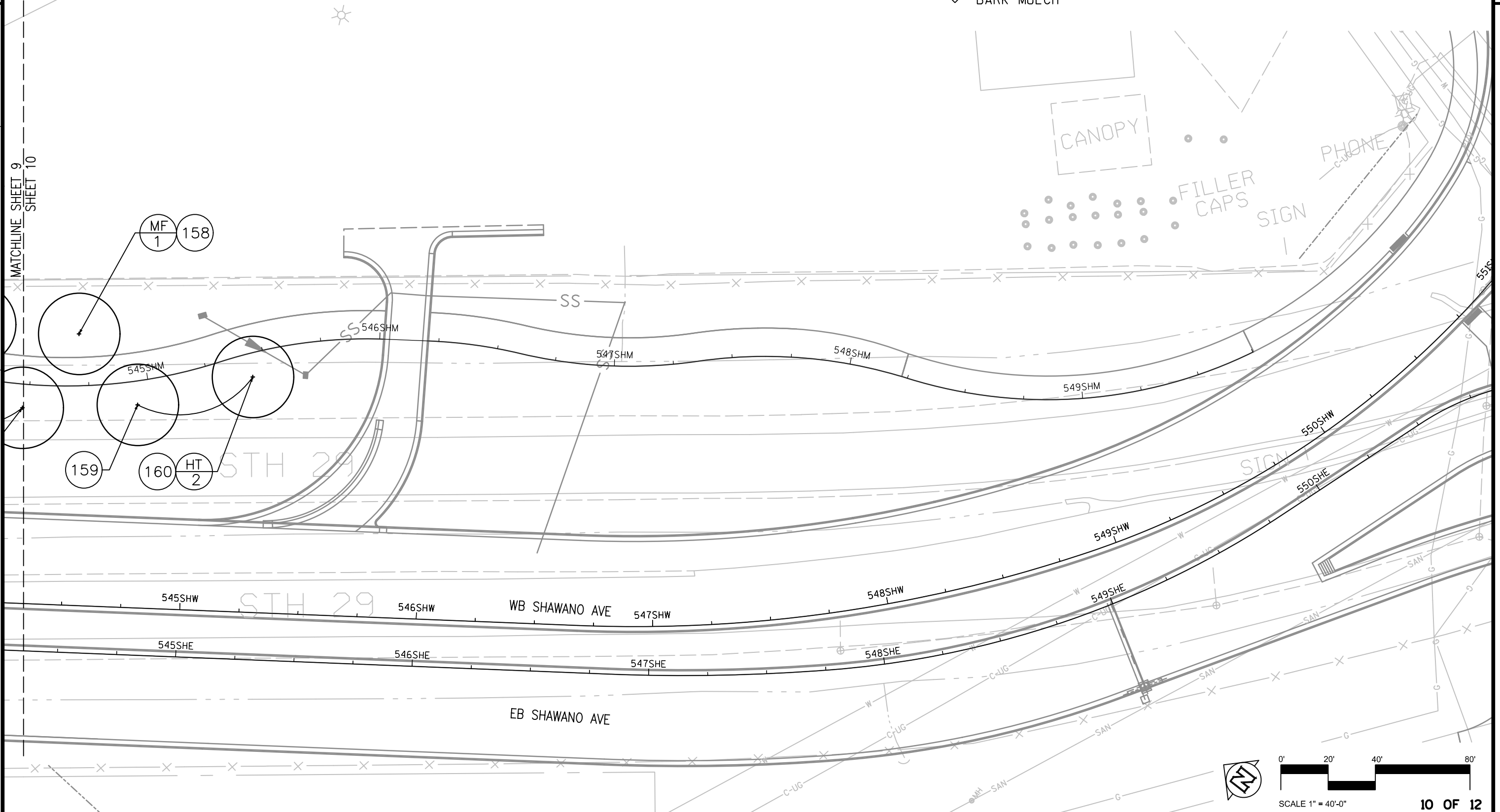
LOCATION: SHAWANO AVENUE MULTI-MODAL PATH

LEGEND

- 1 SHOVEL CUT EDGE
- 2 SHREDDED HARDWOOD BARK MULCH

PLANT KEY

SYM	COMMON NAME
HT	Honeylocust, Thornless 'Imperial'
MF	Maple, Freeman 'Marmo'



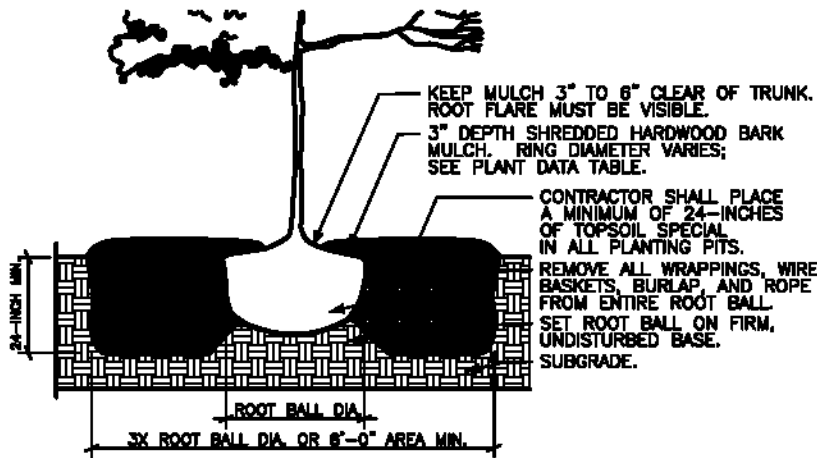
LOCATION: SHAWANO AVENUE MULTI-MODAL PATH

PLANT DATA TABLE

Symbol	Common Name	Scientific Name	Type	Average Mature Height	Size When Planted	Root Zone Mode	Minimum Size					Brace Or Guy	Fertilizer Units Required	Rodent Protection Required	Mulch Ring Required	Plant Bed Detail
							Ball/Pot		Root	Plant Hole						
							Diameter	Depth	Spread	Diameter	Depth					
	Canopy Trees															
AC	Amur Corktree, 'Macho'	<i>Phellodendron amurense 'Macho'</i>	2T	35' Ht.	2.5" Cal.	B&B	28"	17"	-----	52"	17"	See SPV	6	Yes	64"	-----
EA	Elm, Accolade	<i>Ulmus x 'Morton'</i>	1T	25-50' Ht.	2.5" Cal.	B&B	28"	17"	-----	52"	17"	See SPV	6	Yes	64"	-----
HT	Honeylocust, Thornless 'Imperial'	<i>Gleditsia triacanthos var. inermis 'Impcole'</i>	1T	30-35' Ht.	2.5" Cal.	B&B	28"	17"	-----	52"	17"	See SPV	6	Yes	64"	-----
MA	Maple, Freeman 'Armstrong'	<i>Acer x freemanii 'Armstrong'</i>	1T	50-60' Ht.	2.5" Cal.	B&B	28"	17"	-----	52"	17"	See SPV	6	Yes	64"	-----
MM	Maple, Freeman 'Mamo'	<i>Acer x freemanii 'Marmo'</i>	1T	60-80' Ht.	2.5" Cal.	B&B	28"	17"	-----	52"	17"	See SPV	6	Yes	64"	-----
MF	Maple, Freeman 'Sienna Glenn'	<i>Acer x freemanii 'Sienna'</i>	1T	45-50' Ht.	2.5" Cal.	B&B	28"	17"	-----	52"	17"	See SPV	6	Yes	64"	-----
MS	Maple, State Street	<i>Acer miyabei 'Morton'</i>	2T	30-40' Ht.	2.5" Cal.	B&B	28"	17"	-----	52"	17"	See SPV	6	Yes	64"	-----
	Deciduous Ornamental Trees															
CP	Crabapple, 'Prairifire'	<i>Malus 'Prairifire'</i>	3T	20' Ht.	2" Cal.	B&B	28"	17"	-----	52"	17"	See SPV	4	Yes	64"	-----
CR	Crabapple, 'Red Jewel'	<i>Malus 'Jewelcole'</i>	3T	20' Ht.	2" Cal.	B&B	28"	17"	-----	52"	17"	See SPV	4	Yes	64"	-----
HA	Hornbeam, American	<i>Carpinus caroliniana</i>	3T	20-25' Ht.	2" Cal.	B&B	28"	17"	-----	52"	17"	See SPV	4	Yes	64"	-----
SP9	Serviceberry, 'Princess Diana' (Shrub Form Tree)	<i>Amelanchier x grandiflora 'Princess Diana' (Shrub Form Tree)</i>	3T	20-25' Ht.	9' Ht.	B&B	24"	17"	-----	52"	17"	See SPV	4	Yes	64"	-----
VB	Viburnum, Blackhaw 'Forest Rouge' (Shrub Form Tree)	<i>Viburnum prunifolium 'McKRouge' (Shrub Form Tree)</i>	4T	12-15' Ht.	6' Ht.	B&B	18"	12"		42"	12"	See SPV	4	Yes	64"	-----
	Evergreens															
SS	Spruce, Serbian	<i>Picea omorika</i>	4E	40-50' Ht.	5' Ht.	B&B	20"	12"	-----	44"	12"	See SPV	4	No	56"	-----

PLANT QUANTITIES TABLE

Symbol	Common Name	Scientific Name	Size When	Root Zone Mode	Quantities									
					Sheet 2	Sheet 3	Sheet 4	Sheet 5	Sheet 6	Sheet 7	Sheet 8	Sheet 9	Sheet 10	Totals
	Canopy Trees													
AC	Amur Corktree, 'Macho'	<i>Phellodendron amurense 'Macho'</i>	2.5" Cal.	B&B								3		3
EA	Elm, Accolade	<i>Ulmus x 'Morton'</i>	2.5" Cal.	B&B	2	1	4							7
HT	Honeylocust, Thornless 'Imperial'	<i>Gleditsia triacanthos var. inermis 'Impcole'</i>	2.5" Cal.	B&B	2	1	3	6	6	5	6	5	2	36
MA	Maple, Freeman 'Armstrong'	<i>Acer x freemanii 'Armstrong'</i>	2.5" Cal.	B&B		7								7
MM	Maple, Freeman 'Marmo'	<i>Acer x freemanii 'Marmo'</i>	2.5" Cal.	B&B					2	1	2			5
MF	Maple, Freeman 'Sienna Glenn'	<i>Acer x freemanii 'Sienna'</i>	2.5" Cal.	B&B	2		3	1				4	1	11
MS	Maple, State Street	<i>Acer miyabei 'Morton'</i>	2.5" Cal.	B&B		3								3
	Deciduous Ornamental Trees													
CP	Crabapple, 'Prairifire'	<i>Malus 'Prairifire'</i>	2" Cal.	B&B		4								4
CR	Crabapple, 'Red Jewel'	<i>Malus 'Jewelcole'</i>	2" Cal.	B&B			5							5
HA	Hornbeam, American	<i>Carpinus caroliniana</i>	2" Cal.	B&B				1						1
SP9	Serviceberry, 'Princess Diana' (Shrub Form Tree)	<i>Amelanchier x grandiflora 'Princess Diana' (Shrub Form</i>	9' Ht.	B&B								5		5
VB	Viburnum, Blackhaw 'Forest Rouge' (Shrub Form Tree)	<i>Viburnum prunifolium 'McKRouge' (Shrub Form Tree)</i>	6' Ht.	B&B								5		5
	Evergreens													
SS	Spruce, Serbian	<i>Picea omorika</i>	5' Ht.	B&B		8								8



1 NON-BED TREE PLANTING DETAIL
DETAIL
NOT TO SCALE

LEGEND

B&B	Balled and Burlapped
CONT	Container Grown
Ht.	Height
Sp.	Spread
gal.	Gallon

SHEET 2		
POINT	STATION	OFFSET
100	791+73.74'UEB'	-59.6
101	91+78.40'EBN'	77.9
102	92+84.49'EBN'	61.8
103	-----	-----
104	93+31.41'EBN'	61.7

SHEET 3		
POINT	STATION	OFFSET
105	786+74.71'UEB'	-62.1
106	786+32.99'UEB'	-49.2
107	785+60.50'UEB'	-39.5
108	784+84.45'UEB'	-39.5
109	784+15.47'UEB'	-54.5
110	783+27.42'UEB'	-104.6
111	782+86.91'UEB'	-87.5
112	782+19.60'UEB'	-38.8
113	94+07.57'EBN'	-241.5
114	94+10.34'EBN'	-202.7
115	93+96.05'EBN'	-200.6
116	93+82.23'EBN'	-192.4

SHEET 4		
POINT	STATION	OFFSET
117	93+86.28'EBN'	-90.7
118	-----	-----
119	93+78.29'EBN'	61.7
120	95+29.46'EBN'	68.9
121	95+77.03'EBN'	69.4
122	96+58.69'EBN'	67.0
123	94+75.72'EBN'	-177.1
124	96+45.35'EBN'	-177.0
125	96+67.72'EBN'	-152.5

SHEET 5		
POINT	STATION	OFFSET
126	99+04.24'EBN'	-84.6
127	99+39.93'EBN'	-113.0
128	-----	-----
129	-----	-----
130	99+63.89'EBN'	-172.6
131	-----	-----
132	-----	-----

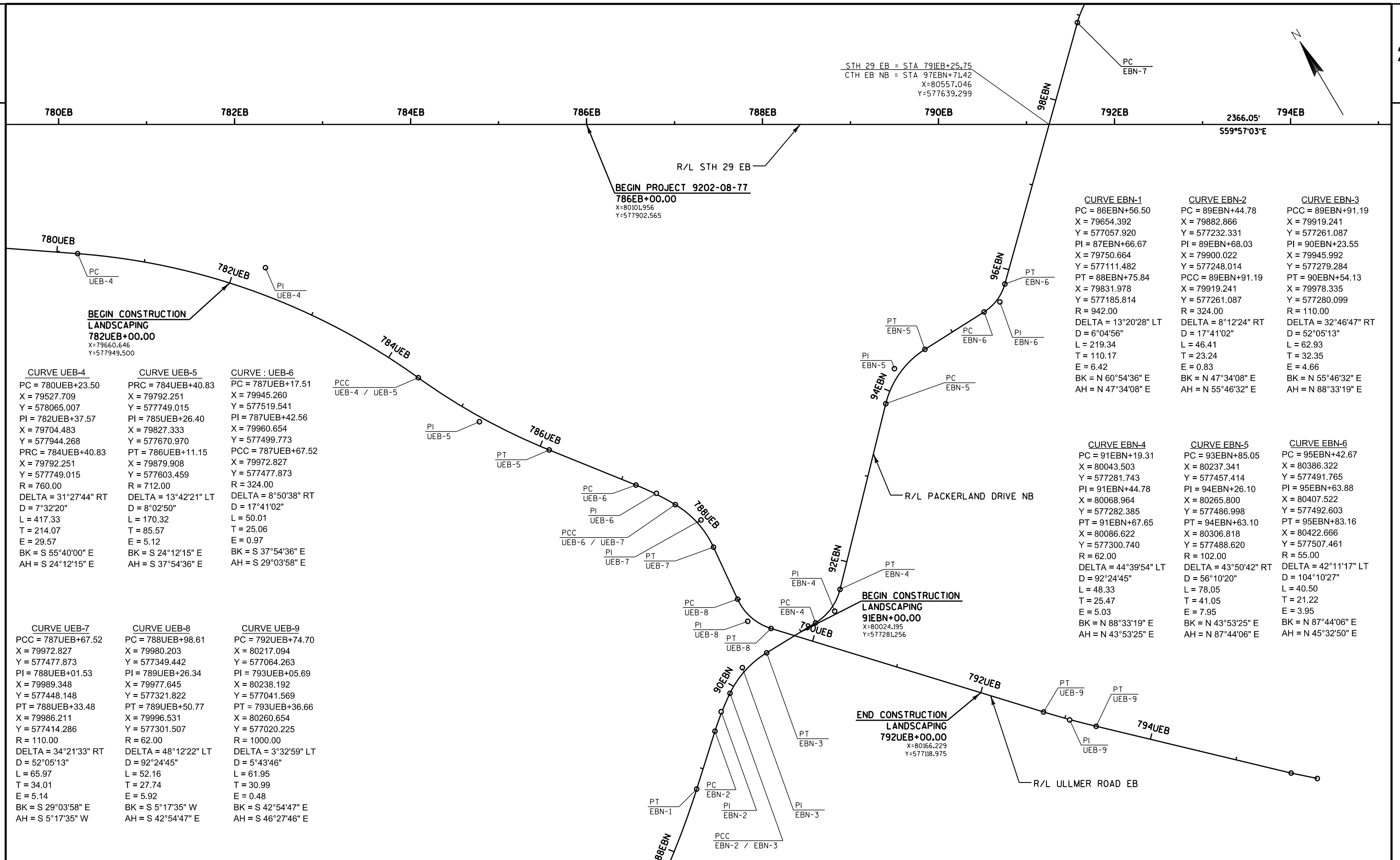
SHEET 6		
POINT	STATION	OFFSET
133	17+37.24'DOS'	89.6
134	18+42.79'DOS'	77.5
135	19+13.68'DOS'	79.4

SHEET 7		
POINT	STATION	OFFSET
136	525+16.46'SHW'	-72.7
137	527+58.65'SHW'	-68.5

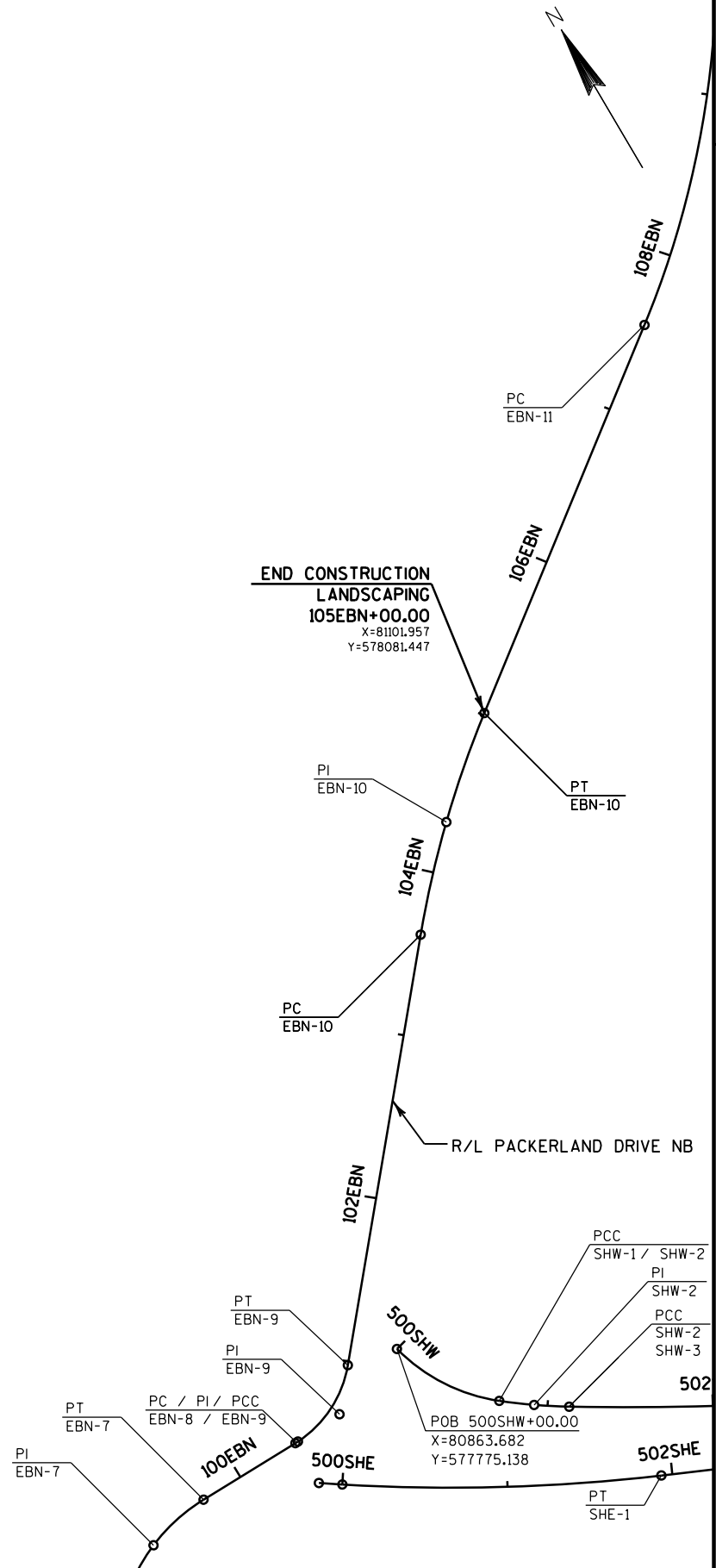
SHEET 8		
POINT	STATION	OFFSET
138	530+69.22'SHW'	-88.5
139	531+58.21'SHW'	-68.9
140	535+62.10'SHW'	-68.5
141	537+33.31'SHW'	-75.2

SHEET 9		
POINT	STATION	OFFSET
142	540+69.16'SHW'	-87.9
143	541+16.05'SHW'	-81.9
144	541+56.12'SHW'	-77.9
145	542+04.52'SHW'	-83.1
146	542+39.37'SHW'	-62.3
147	542+48.61'SHW'	-100.6
148	542+81.09'SHW'	-110.9
149	543+24.42'SHW'	-118.9
150	543+31.11'SHW'	-87.5
151	543+69.13'SHW'	-120.9
152	544+08.75'SHW'	-117.0
153	544+30.21'SHW'	-82.7

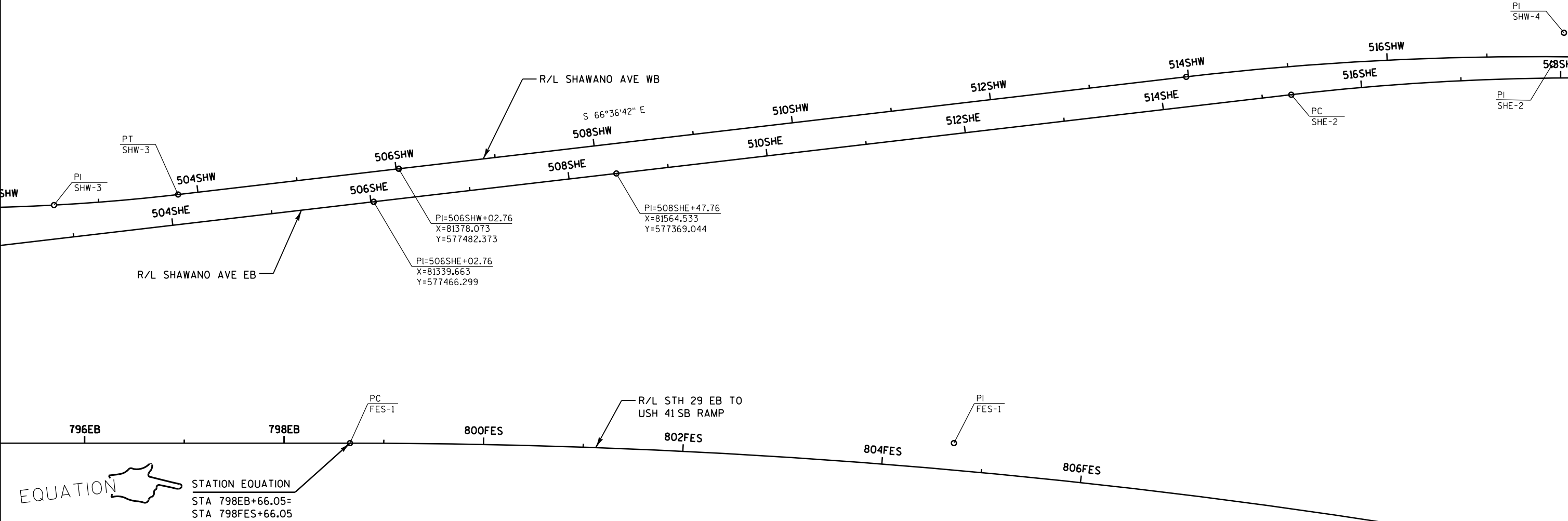
SHEET 10		
POINT	STATION	OFFSET
154	544+52.83'SHW'	-114.8
155	544+78.80'SHW'	-85.9
156	545+26.94'SHW'	-99.6

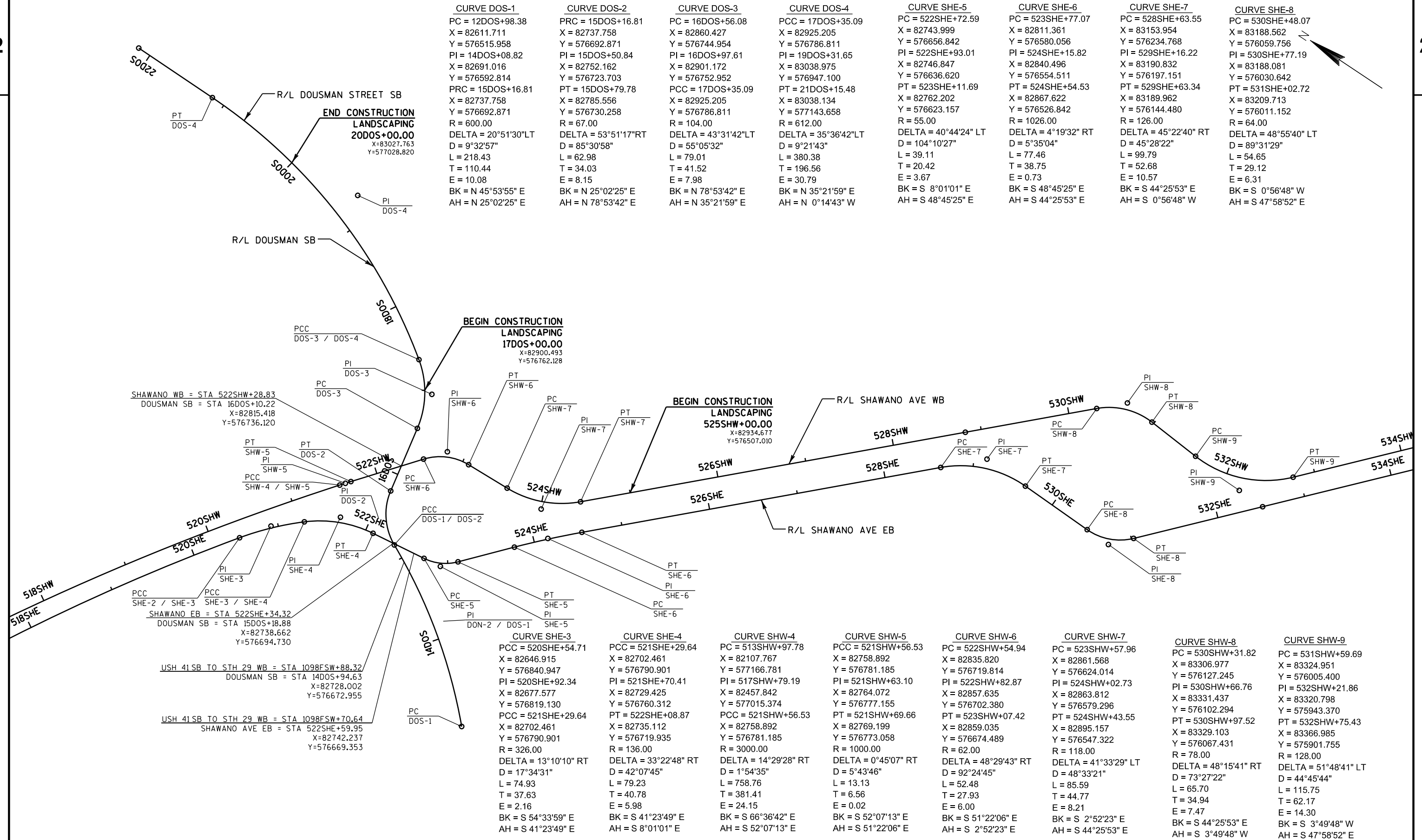


<u>CURVE EBN-7</u> PC = 98EBN+91.53 X = 80642.785 Y = 577723.416 PI = 99EBN+34.74 X = 80673.633 Y = 577753.680 PT = 99EBN+73.88 X = 80716.832 Y = 577754.854 R = 110.00 DELTA = 42°53'46" RT D = 52°05'13" L = 82.35 T = 43.22 E = 8.18 BK = N 45°32'50" E AH = N 88°26'36" E	<u>CURVE EBN-8</u> PC = 100EBN+39.12 X = 80782.039 Y = 577756.626 PI = 100EBN+40.00 X = 80782.928 Y = 577756.650 PCC = 100EBN+40.89 X = 80783.816 Y = 577756.700 R = 62.00 DELTA = 1°38'35" LT D = 92°24'45" L = 1.78 T = 0.89 E = 0.01 BK = N 88°26'36" E AH = N 86°48'01" E	<u>CURVE EBN-9</u> PCC = 100EBN+40.89 X = 80783.816 Y = 577756.700 PI = 100EBN+70.99 X = 80813.869 Y = 577758.380 PT = 100EBN+97.66 X = 80833.081 Y = 577781.551 R = 69.00 DELTA = 47°08'12" LT D = 83°02'15" L = 56.77 T = 30.10 E = 6.28 BK = N 86°48'01" E AH = N 39°39'49" E	<u>CURVE EBN-10</u> PC = 103EBN+61.64 X = 81001.573 Y = 577984.763 PI = 104EBN+31.76 X = 81046.332 Y = 578038.746 PT = 105EBN+01.30 X = 81101.957 Y = 578081.447 R = 624.00 DELTA = 12°49'26" RT D = 9°10'55" L = 139.66 T = 70.12 E = 3.93 BK = N 39°39'49" E AH = N 52°29'15" E	<u>CURVE EBN-11</u> PC = 107EBN+55.16 X = 81303.323 Y = 578236.030 PI = 110EBN+40.81 X = 81529.909 Y = 578409.975 PT = 112EBN+85.27 X = 81527.778 Y = 578695.620 R = 574.00 DELTA = 52°54'54" LT D = 9°58'55" L = 530.11 T = 285.65 E = 67.15 BK = N 52°29'15" E AH = N 0°25'39" W	<u>CURVE SHW-1</u> PC = 500SHW+00.00 X = 80863.682 Y = 577775.138 PI = 500SHW+36.56 X = 80872.950 Y = 577739.774 PCC = 500SHW+70.59 X = 80901.542 Y = 577716.992 R = 110.00 DELTA = 36°46'07" LT D = 52°05'13" L = 70.59 T = 36.56 E = 5.92 BK = S 14°41'04" E AH = S 51°27'10" E	<u>CURVE SHW-2</u> PCC = 500SHW+70.59 X = 80901.542 Y = 577716.992 PI = 500SHW+91.86 X = 80918.178 Y = 577703.737 PCC = 501SHW+13.07 X = 80936.404 Y = 577692.771 R = 324.00 DELTA = 7°30'44" LT D = 17°41'02" L = 42.48 T = 21.27 E = 0.70 BK = S 51°27'10" E AH = S 58°57'54" E	<u>CURVE SHE-1</u> PC = 500SHE+00.00 X = 80794.097 Y = 577720.776 PI = 500SHE+96.90 X = 80874.901 Y = 577667.309 PT = 501SHE+93.28 X = 80963.831 Y = 577628.847 R = 1096.00 DELTA = 10°06'15" LT D = 5°13'40" L = 193.28 T = 96.89 E = 4.27 BK = S 56°30'27" E AH = S 66°36'42" E
--	--	---	--	---	--	--	--



CURVE FES-1	CURVE SHW-3	CURVE SHW-4	CURVE SHE-2
PC = 798FES+66.05	PCC = 501SHW+13.07	PC = 513SHW+97.78	PC = 515SHE+29.14
X = 81197.846	X = 80936.404	X = 82107.767	X = 82189.928
Y = 577268.601	Y = 577692.771	Y = 577166.781	Y = 577098.561
PI = 804FES+71.68	PI = 502SHW+46.72	PI = 517SHW+79.19	PI = 517SHE+92.90
X = 81722.080	X = 81050.926	X = 82457.842	X = 82432.011
Y = 576965.340	Y = 577623.864	Y = 577015.374	Y = 576993.860
PCC = 810FES+74.12	PT = 503SHW+79.98	PCC = 521SHW+56.53	PCC = 520SHE+54.71
X = 82184.450	X = 81173.599	X = 82758.892	X = 82646.915
Y = 576574.188	Y = 577570.808	Y = 576781.185	Y = 576840.947
R = 6798.79	R = 2000.00	R = 3000.00	R = 2500.00
DELTA = 10°10'51" RT	DELTA = 7°38'47" LT	DELTA = 14°29'28" RT	DELTA = 12°02'42" RT
D = 0°50'34"	D = 2°51'53"	D = 1°54'35"	D = 2°17'31"
L = 1208.07	L = 266.91	L = 758.76	L = 525.56
T = 605.63	T = 133.65	T = 381.41	T = 263.75
E = 26.92	E = 4.46	E = 24.15	E = 13.87
BK = S 59°57'03" E	BK = S 58°57'54" E	BK = S 66°36'42" E	BK = S 66°36'42" E
AH = S 49°46'12" E	AH = S 66°36'42" E	AH = S 52°07'13" E	AH = S 54°33'59" E





CURVE : SHM-1
PC = 541SHM+50.45
X = 83901.260
Y = 575270.878
PI = 541SHM+95.85
X = 83928.844
Y = 575234.815
PRC = 542SHM+39.74
X = 83969.296
Y = 575214.197
R = 200.00
DELTA = 25°34'51"LT
D = 28°38'52"
L = 89.29
T = 45.40
E = 5.09
BK = S 37°24'42" E
AH = S 62°59'33" E

CURVE : SHM-2
PRC = 542SHM+39.74
X = 83969.296
Y = 575214.197
PI = 543SHM+24.40
X = 84053.628
Y = 575171.213
PRC = 544SHM+22.07
X = 84093.640
Y = 575085.431
R = 275.00
DELTA = 37°59'12"RT
D = 20°50'05"
L = 182.32
T = 94.65
E = 15.83
BK = S 62°59'33" E
AH = S 25°00'21" E

CURVE : SHM-3
PRC = 544SHM+22.07
X = 84093.640
Y = 575085.431
PI = 544SHM+78.11
X = 84117.330
Y = 575034.640
PRC = 545PRC+31.65
X = 84163.026
Y = 575002.192
R = 212.00
DELTA = 29°36'57"LT
D = 27°01'35"
L = 109.58
T = 56.04
E = 7.28
BK = S 25°00'21" E
AH = S 54°37'18" E

CURVE : SHM-4
PRC = 545PRC+31.65
X = 84163.026
Y = 575002.192
PI = 545SHM+67.00
X = 84191.853
Y = 574981.722
PT = 546SHM+01.64
X = 84211.915
Y = 574952.610
R = 200.00
DELTA = 20°03'00"RT
D = 28°38'52"
L = 69.99
T = 35.36
E = 3.10
BK = S 54°37'18" E
AH = S 34°34'18" E

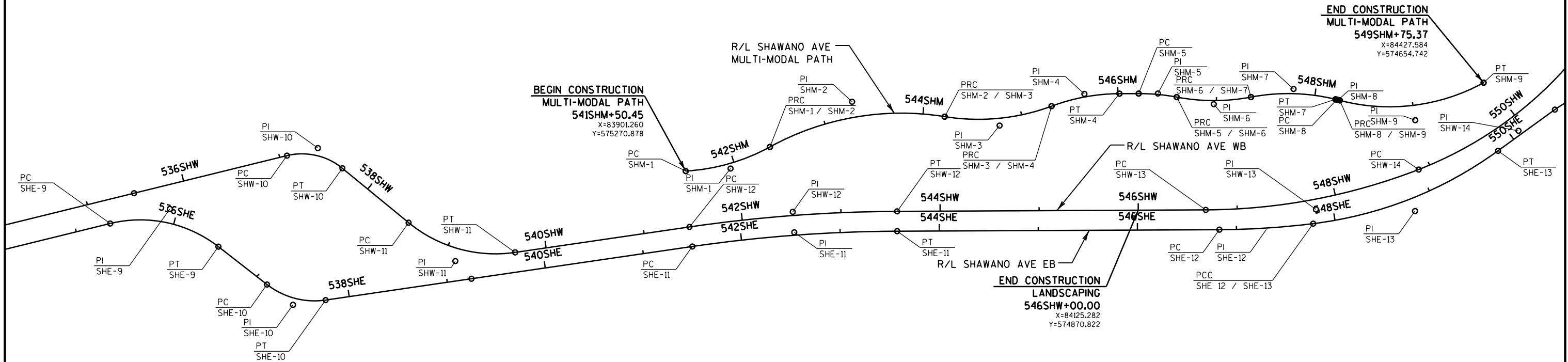
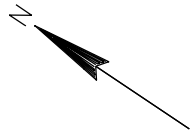
CURVE : SHM-5
PC = 546SHM+21.07
X = 84222.910
Y = 574936.587
PI = 546SHM+40.45
X = 84233.875
Y = 574920.605
PRC = 546SHM+59.71
X = 84241.567
Y = 574902.816
R = 200.00
DELTA = 11°04'13"RT
D = 28°38'52"
L = 38.64
T = 19.38
E = 0.94
BK = S 34°27'14" E
AH = S 23°23'01" E

CURVE : SHM-6
PRC = 546SHM+59.71
X = 84241.567
Y = 574902.816
PI = 546SHM+97.88
X = 84256.714
Y = 574867.785
PRC = 547SHM+35.14
X = 84283.697
Y = 574840.794
R = 200.00
DELTA = 21°36'27"LT
D = 28°38'52"
L = 75.42
T = 38.17
E = 3.61
BK = S 23°23'01" E
AH = S 44°59'28" E

CURVE : SHM-7
PRC = 547SHM+35.14
X = 84283.697
Y = 574840.794
PI = 547SHM+78.82
X = 84314.578
Y = 574809.903
PT = 548SHM+21.14
X = 84329.769
Y = 574768.950
R = 200.00
DELTA = 24°38'23"RT
D = 28°38'52"
L = 86.01
T = 43.68
E = 4.71
BK = S 44°59'28" E
AH = S 20°21'05" E

CURVE : SHM-8
PC = 548SHM+22.49
X = 84330.236
Y = 574767.691
PI = 548SHM+24.04
X = 84330.775
Y = 574766.238
PRC = 548SHM+25.59
X = 84331.291
Y = 574764.777
R = 200.00
DELTA = 0°53'17"RT
D = 28°38'52"
L = 3.10
T = 1.55
E = 0.01
BK = S 20°21'05" E
AH = S 19°27'48" E

CURVE : SHM-9
PRC = 548SHM+25.59
X = 84331.291
Y = 574764.777
PI = 549SHM+04.29
X = 84357.514
Y = 574690.574
PT = 549SHM+75.37
X = 84427.584
Y = 574654.742
R = 197.50
DELTA = 43°27'09"LT
D = 29°00'38"
L = 149.78
T = 78.70
E = 15.10
BK = S 19°27'48" E
AH = S 62°54'57" E



CURVE SHE-9
PC = 535SHE+35.30
X = 83531.085
Y = 575721.597
PI = 535SHE+97.33
X = 83577.171
Y = 575680.074
PT = 536SHE+50.83
X = 83573.133
Y = 575618.172
R = 128.00
DELTA = 51°42'47" RT
D = 44°45'44"
L = 115.53
T = 62.03
E = 14.24
BK = S 47°58'52" E
AH = S 3°43'55" W

CURVE SHE-10
PC = 537SHE+13.00
X = 83569.087
Y = 575556.134
PI = 537SHE+46.29
X = 83566.920
Y = 575522.916
PT = 537SHE+75.92
X = 83589.405
Y = 575498.370
R = 78.00
DELTA = 46°13'22" LT
D = 73°27'22"
L = 62.93
T = 33.29
E = 6.81
BK = S 3°43'55" W
AH = S 42°29'27" E

CURVE SHE-11
PC = 541SHE+49.99
X = 83842.079
Y = 575222.534
PI = 542SHE+53.93
X = 83912.282
Y = 575145.895
PT = 543SHE+57.52
X = 83971.084
Y = 575060.197
R = 1480.00
DELTA = 8°02'02" RT
D = 3°52'17"
L = 207.52
T = 103.93
E = 3.64
BK = S 42°29'25" E
AH = S 34°27'23" E

CURVE SHE-12
PC = 546SHE+82.74
X = 84155.087
Y = 574792.036
PI = 547SHE+30.25
X = 84181.971
Y = 574752.856
PCC = 547SHE+77.66
X = 84213.292
Y = 574717.125
R = 802.00
DELTA = 6°46'52" LT
D = 7°08'39"
L = 94.92
T = 47.52
E = 1.41
BK = S 34°27'23" E
AH = S 41°14'16" E

CURVE SHE-13
PCC = 547SHE+77.66
X = 84213.292
Y = 574717.125
PI = 548SHE+81.23
X = 84281.562
Y = 574639.244
PT = 549SHE+80.38
X = 84378.965
Y = 574604.046
R = 402.00
DELTA = 28°53'38" LT
D = 14°15'10"
L = 202.73
T = 103.57
E = 13.13
BK = S 41°14'16" E
AH = S 70°07'54" E

CURVE : SHW-10
PI = 537SHW+07.57
X = 83688.028
Y = 575612.496
PC = 537SHW+39.62
X = 83711.841
Y = 575591.041
PT = 537SHW+67.00
X = 83708.922
Y = 575559.122
R = 64.00
DELTA = 53°12'20" RT
D = 89°31'29"
L = 59.43
T = 32.05
E = 7.58
BK = S 47°58'52" E
AH = S 5°13'27" W

CURVE : SHW-11
PC = 538SHW+53.53
X = 83701.043
Y = 575472.952
PI = 539SHW+14.56
X = 83695.486
Y = 575412.176
PT = 539SHW+68.45
X = 83736.710
Y = 575367.173
R = 138.00
DELTA = 47°42'52" LT
D = 41°31'07"
L = 114.92
T = 61.03
E = 12.89
BK = S 5°13'27" W
AH = S 42°29'25" E

CURVE : SHW-12
PC = 541SHW+46.28
X = 83856.828
Y = 575236.042
PI = 542SHW+51.62
X = 83927.978
Y = 575158.369
PT = 543SHW+56.60
X = 83987.574
Y = 575071.515
R = 1500.00
DELTA = 8°02'02" RT
D = 13°49'11"
L = 210.32
T = 105.33
E = 3.69
BK = S 42°29'25" E
AH = S 34°27'23" E

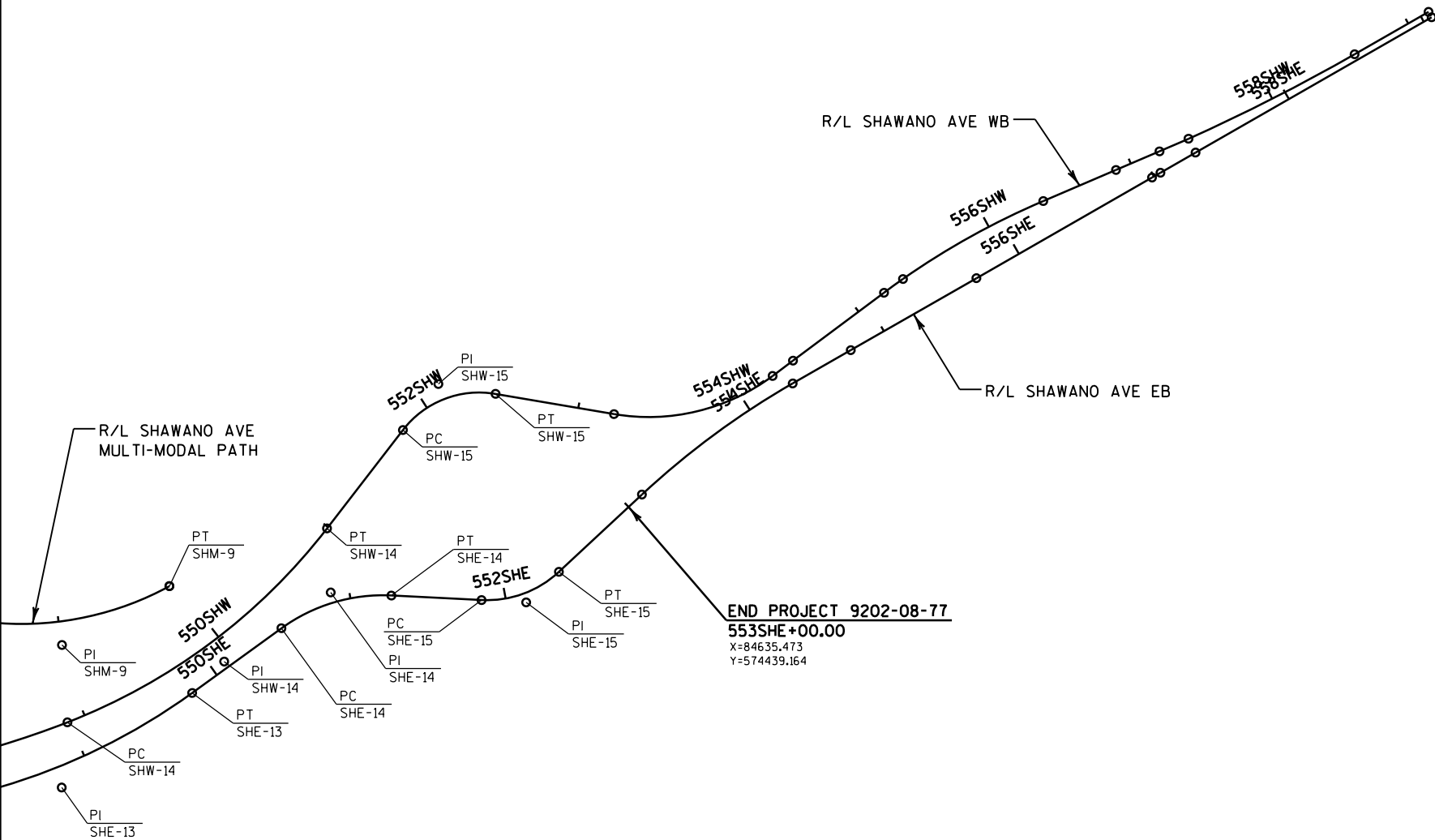
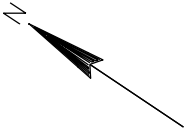
CURVE : SHW-13
PC = 546SHW+68.17
X = 84163.850
Y = 574814.614
PI = 547SHW+79.38
X = 84226.773
Y = 574722.911
PCC = 548SHW+88.12
X = 84318.308
Y = 574659.743
R = 602.00
DELTA = 20°56'02" LT
D = 9°31'03"
L = 219.95
T = 111.22
E = 10.19
BK = S 34°27'23" E
AH = S 55°23'25" E

CURVE : SHW-14
PCC = 548SHW+88.12
X = 84318.308
Y = 574659.743
PI = 549SHW+96.21
X = 84407.275
Y = 574598.346
PT = 550SHW+98.96
X = 84515.173
Y = 574591.796
R = 388.00
DELTA = 31°08'08" LT
D = 14°46'01"
L = 210.85
T = 108.10
E = 14.78
BK = S 55°23'25" E
AH = S 86°31'33" E

CURVE SHE-14
PC = 550SHE+51.28
X = 84445.636
Y = 574579.93
PI = 550SHE+90.37
X = 84482.401
Y = 574566.667
PT = 551SHE+26.45
X = 84502.727
Y = 574533.275
R = 111.00
DELTA = 38°48'09" RT
D = 51°37'04"
L = 75.17
T = 39.09
E = 6.68
BK = S 70°07'54" E
AH = S 31°19'45" E

CURVE SHE-15
PC = 551SHE+84.47
X = 84532.895
Y = 574483.714
PI = 552SHE+13.20
X = 84547.834
Y = 574459.172
PT = 552SHE+38.84
X = 84575.845
Y = 574452.777
R = 68.00
DELTA = 45°48'38" LT
D = 84°15'31"
L = 54.37
T = 28.73
E = 5.82
BK = S 31°19'45" E
AH = S 77°08'24" E

CURVE SHW-15
PC = 551SHW+78.85
X = 84594.916
Y = 574586.955
PI = 552SHW+16.13
X = 84632.121
Y = 574584.696
PT = 552SHW+45.97
X = 84647.577
Y = 574550.779
R = 62.00
DELTA = 62°01'35" RT
D = 92°24'45"
L = 67.12
T = 37.27
E = 10.34
BK = S 86°31'33" E
AH = S 24°29'58" E



END PROJECT 9202-08-77
553SHE+00.00
X=84635.473
Y=574439.164

DATE 08NOV13		E S T I M A T E O F Q U A N T I T I E S			
LINE				9202-08-77	
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0010	205.0100	EXCAVATION COMMON	CY	478.000	478.000
0020	208.0100	BORROW	CY	1,475.000	1,475.000
0030	211.0500	PREPARE FOUNDATION FOR BASE AGGREGATE	STA	8.000	8.000
0040	213.0100	FINISHING ROADWAY (PROJECT) 01.	EACH	1.000	1.000
		9202-08-77			
0050	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	415.000	415.000
0060	465.0105	ASPHALTIC SURFACE	TON	191.000	191.000
0070	520.8000	CONCRETE COLLARS FOR PIPE	EACH	1.000	1.000
0080	602.0410	CONCRETE SIDEWALK 5-INCH	SF	1,492.000	1,492.000
0090	608.0324	STORM SEWER PIPE REINFORCED CONCRETE	LF	55.000	55.000
		CLASS III 24-INCH			
0100	611.0642	INLET COVERS TYPE MS	EACH	2.000	2.000
0110	611.3902	INLETS MEDIAN 2 GRATE	EACH	1.000	1.000
0120	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS	EACH	1.000	1.000
		(PROJECT) 01.9202-08-77			
0130	619.1000	MOBILIZATION	EACH	1.000	1.000
0140	624.0100	WATER	MGAL	299.000	299.000
0150	625.0105	TOPSOIL	CY	307.000	307.000
0160	625.0500	SALVAGED TOPSOIL	SY	3,794.000	3,794.000
0170	627.0200	MULCHING	SY	13,215.000	13,215.000
0180	628.1504	SILT FENCE	LF	1,854.000	1,854.000
0190	628.1520	SILT FENCE MAINTENANCE	LF	1,854.000	1,854.000
0200	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	3.000	3.000
0210	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	2.000	2.000
0220	628.1920	CLEANING SEDIMENT BASINS	CY	5.000	5.000
0230	628.2008	EROSION MAT URBAN CLASS I TYPE B	SY	299.000	299.000
0240	628.7005	INLET PROTECTION TYPE A	EACH	8.000	8.000
0250	628.7015	INLET PROTECTION TYPE C	EACH	4.000	4.000
0260	628.7020	INLET PROTECTION TYPE D	EACH	4.000	4.000
0270	628.7504	TEMPORARY DITCH CHECKS	LF	163.000	163.000
0280	628.7560	TRACKING PADS	EACH	1.000	1.000
0290	628.7570	ROCK BAGS	EACH	20.000	20.000
0300	629.0210	FERTILIZER TYPE B	CWT	7.000	7.000
0310	630.0140	SEEDING MIXTURE NO. 40	LB	238.000	238.000
0320	632.0101	TREES (SPECIES, ROOT, SIZE) 01. AMUR	EACH	3.000	3.000
		CORKTREE, 'MACHO', B&B, 2.5-INCH CAL.			
0330	632.0101	TREES (SPECIES, ROOT, SIZE) 02. ELM,	EACH	7.000	7.000
		ACCOLADE, B&B, 2.5-INCH CAL.			
0340	632.0101	TREES (SPECIES, ROOT, SIZE) 03.	EACH	34.000	34.000
		HONEYLOCUST, THORNLESS 'IMPERIAL', B&B,			
		2.5-INCH CAL.			
0350	632.0101	TREES (SPECIES, ROOT, SIZE) 04. MAPLE,	EACH	7.000	7.000
		FREEMAN 'ARMSTRONG', B&B, 2.5-INCH CAL.			
0360	632.0101	TREES (SPECIES, ROOT, SIZE) 05. MAPLE,	EACH	5.000	5.000
		FREEMAN 'MARMO', B&B, 2.5-INCH CAL.			
0370	632.0101	TREES (SPECIES, ROOT, SIZE) 06. MAPLE,	EACH	10.000	10.000
		FREEMAN 'SIENNA GLEN', B&B, 2.5-INCH			
		CAL.			
0380	632.0101	TREES (SPECIES, ROOT, SIZE) 07. MAPLE,	EACH	3.000	3.000
		STATE STREET, B&B, 2.5-INCH CAL.			
0390	632.0101	TREES (SPECIES, ROOT, SIZE) 08.	EACH	4.000	4.000
		CRABAPPLE, 'PRAIRIFIRE', B&B, 2-INCH			
		CAL.			
0400	632.0101	TREES (SPECIES, ROOT, SIZE) 09.	EACH	5.000	5.000
		CRABAPPLE, 'RED JEWEL', B&B, 2-INCH CAL.			

DATE 08NOV13		E S T I M A T E O F Q U A N T I T I E S			
LINE					9202-08-77
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0410	632.0101	TREES (SPECIES, ROOT, SIZE) 10. HORNBEAM, AMERICAN, B&B, 2-INCH CAL.	EACH	1.000	1.000
0420	632.0101	TREES (SPECIES, ROOT, SIZE) 11. SERVICEBERRY, 'PRINCESS DIANNA' (SHRUB FORM TREE), B&B, 9-FOOT HT.	EACH	5.000	5.000
0430	632.0101	TREES (SPECIES, ROOT, SIZE) 12. VIBURNUM, BLACKHAW (SHRUB FORM TREE), B&B, 6-FOOT HT.	EACH	5.000	5.000
0440	632.0101	TREES (SPECIES, ROOT, SIZE) 13. SPRUCE, SERBIAN, B&B, 5-FOOT HT.	EACH	8.000	8.000
0450	632.9101	LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES	EACH	26.000	26.000
0460	643.0100	TRAFFIC CONTROL (PROJECT) 01.9202-08-77	EACH	1.000	1.000
0470	690.0150	SAWING ASPHALT	LF	12.000	12.000
0480	690.0250	SAWING CONCRETE	LF	20.000	20.000
0490	SPV.0035	SPECIAL 001. TOPSOIL SPECIAL	CY	362.000	362.000
0500	SPV.0060	SPECIAL 001. SEDIMENTATION BASIN	EACH	1.000	1.000
0510	SPV.0075	SPECIAL 001. STREET SWEEPING	HRS	5.000	5.000
0520	SPV.0105	SPECIAL 001. SURVEY PROJECT 9202-08-77	LS	1.000	1.000
0530	SPV.0180	SPECIAL 002. SHREDDED HARDWOOD BARK MULCH	SY	542.000	542.000

Category	From/To Station	Location	Common Excavation (1)	Item 205.0100	Salvaged/ Unusable Pavement Material (4) (6)	Available Material (5)	Expanded EBS Backfill (7)	Expanded Rock (12)	Unexpanded Fill	Expanded Fill (9)	Mass Ordinate +/- (10)	Waste	Borrow	Comment:
			Cut (2)	EBS Excavation (3)			Factor 1.30	Factor 1.10		Factor 1.15			Item 208.0100	
1010	541SHM+50.45 - 549SHM+75.37	SHAWANO AVE MULTI-USE PATH	478	0	0	478	0	0	1,698	1,953	-1,475	0	1,475	
		TOTALS	478	0	0	478	0	0	1,698	1,953	-1,475	0	1,475	
	Total Common Ex:		478									Total Borrow:	1,475	

- 1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
- 2) Salvaged/Unsuable Pavement Material is included in Cut.
- 3) EBS Excavation to be backfilled with Borrow or Cut; Accounts for 4" Topsoil Removal (not to be reused in fill)
- 4) Salvaged/Unusable Pavement Material - Asphaltic Pavement
- 5) Available Material = Cut - Salvaged/Unusuable Pavement Material
- 6) EBS not to be reused as fill material, not included in Mass Ordinate
- 7) Expanded EBS Backfill - This is to be filled with Borrow or Cut material. EBS Backfill Factor = 1.3.
- 8) The estimated area outside the 1:1 fill slopes where excavated EBS or excess topsoil material is placed.
- 9) Expanded Fill. Factor = 1.15
- Expanded Fill = (Unexpanded Fill - Reduced EBS) * Fill Factor
- If Reduced EBS > than volume available outside of the 1:1 slope
- Subtract only available volume. Remaining volume or reduced EBS is considered waste.
- 10) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

FINISHING ROADWAY (PROJECT) 9202-08-77

CATEGORY	ROADWAY	213.0100 EACH
1010	PROJECT 9202-08-77	1
PROJECT 9202-08-77 TOTAL		1

BASE AGGREGATE ITEMS

CATEGORY	LOCATION	STATION	211.0500 PREPARE FOUNDATION FOR BASE AGGREGATE	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH
			STA	TON
1010	SHAWANO AVE MULTI-MODAL PATH	541SHM+50.45 - 546SHM+02.05	4.5	268
		546SHM+21.07 - 548SHM+22.49	2.0	119
		548SHM+22.49 - 549SHM+75.37	1.5	28
PROJECT 9202-08-77 TOTAL			8	415

ASPHALT ITEMS

CATEGORY	LOCATION	STATION	465.0105 ASPHALTIC SURFACE TON
1010	SHAWANO AVE MULTI-MODAL PATH	541SHM+50.45 - 546SHM+02.05	132
		546SHM+21.07 - 548SHM+22.49	59
PROJECT 9202-08-77 TOTAL			191

CONCRETE SIDEWALK

CATEGORY	LOCATION	STATION	602.0410 CONCRETE SIDEWALK 5-INCH SF
1010	SHAWANO AVE MULTI-MODAL PATH	548SHM+22.49 - 549SHM+75.37	1,492
PROJECT 9202-08-77 TOTAL			1,492

STORM SEWER PIPES

						608.0324
						STORM SEWER
						PIPE REINFORCED
						CONCRETE
						CLASS III 24-INCH
CATEGORY	FROM STR	TO STR	INVERT ELEV FT	DISCH ELEV FT	SLOPE	LF
1010	IN1	EX1	610.62	610.34	0.5%	55
PROJECT 9202-08-77 TOTAL						55

STORM SEWER STRUCTURES

										611.3902	611.0642	520.8000
										INLETS MEDIAN	INLET COVERS	CONCRETE COLLARS
										2 GRATE	TYPE MS	FOR PIPE
CATEGORY	STRUCTURE	LOCATION	STATION	OFFSET		RIM OR FLANGE ELEV	LOWEST INVERT ELEV	STRUCTURE DEPTH FT		EACH	EACH	EACH
1010	IN1	SHAWANO AVE MULTI-MODAL PATH	545SHM+29.82	27.00' LT		614.08	610.62	3.46		1	2	--
			545SHM+66.71	13.60' RT		--	610.34	--		--	--	1
PROJECT 9202-08-77 TOTAL										1	2	1

MAINTENANCE AND REPAIR OF HAUL ROADS

		618.0100
CATEGORY	ROADWAY	EACH
1010	PROJECT 9202-08-77	1
PROJECT 9202-08-77 TOTAL		1

MOBILIZATION (PROJECT) 9202-08-77

		619.1000
CATEGORY	PROJECT	EACH
1010	PROJECT 9202-08-77	1
PROJECT 9202-08-77 TOTAL		1

RESTORATION MATERIALS

		624.0100	627.0200	629.0210	630.0140
				FERTILIZER	SEEDING
				TYPE B	MIXTURE
				CWT	NO. 40
CATEGORY	LOCATION	WATER MGAL	MULCHING SY		LB
1010	TREE RESTORATION AREA	141	6,283	4.0	113
	SHAWANO AVE MULTI-MODAL PATH AREA	96	4,289	2.7	77
	DUST CONTROL	2	--	--	--
	UNDISTRIBUTED	60	2,643	1.9	48
PROJECT 9202-08-77 TOTAL		299	13,215	7	238

GRADING

			625.0105	625.0500
				SALVAGED
			TOPSOIL	TOPSOIL
CATEGORY	LOCATION	STATION	CY	SY
1010	<u>SHAWANO AVE MULTI-MODAL PATH</u>	541SHM+50 - 549SHM+75	307	3,794
PROJECT 9202-08-77 TOTALS			307	3,794

EROSION CONTROL

CATEGORY	LOCATION	START		END		628.1504		628.1520	628.1905	628.1910	628.2008	628.7504	628.7560
		STATION	OFFSET	STATION	OFFSET	SILT FENCE	MAINTENANCE	EROSION CONTROL	EROSION CONTROL	MOBILIZATIONS EMERGENCY	EROSION CLASS I	TEMPORARY DITCH CHECKS	TRACKING PADS
1010	SHAWANO AVE WB	537SHW+64	108.6 LT	545SHW+06	39.5' LT	700	700	--	--	--	--	--	--
		545SHW+83	39.5' LT	550SHW+68	39.5' LT	452	452	--	--	--	--	--	--
		548SHW+66	LT	--	--	--	--	--	--	--	--	20	--
	SHAWANO AVE MULTI-MODAL PATH	542SHM+44	64.8' LT	545SHM+00	41.9' LT	272	272	--	--	--	--	--	--
		542SHM+60	4.8' RT	545SHM+36	6.7' RT	--	--	--	--	--	123	--	--
		542SHM+93	LT	--	--	--	--	--	--	--	--	20	--
		543SHM+00	31.3' LT	545SHM+01	29.0' LT	--	--	--	--	--	90	--	--
		544SHM+80	RT	--	--	--	--	--	--	--	--	20	--
		544SHM+80	LT	--	--	--	--	--	--	--	--	20	--
		545SHM+30	RT	--	--	--	--	--	--	--	--	30	--
		547SHM+48	LT	--	--	--	--	--	--	--	--	20	--
		547SHM+50	26.6' LT	548SHM+01	29.5' LT	--	--	--	--	--	26	--	--
		547SHM+76	34.3' LT	548SHM+01	38.2' LT	59	59	--	--	--	--	--	--
	UNDISTRIBUTED					371	371	3	2	60	33	1	
PROJECT 9202-08-77 TOTAL						1,854	1,854	3	2	299	163	1	

CLEANING SEDIMENT BASINS

CATEGORY	LOCATION	628.1920 CY
1010	PROJECT 9202-08-77	5
PROJECT 9202-08-77 TOTAL		5

INLET PROTECTION

					628.7005	628.7015	628.7020
					INLET	INLET	INLET
					PROTECTION	PROTECTION	PROTECTION
CATEGORY	LOCATION	STATION	OFFSET		TYPE A	TYPE C	TYPE D
					EACH	EACH	EACH
1010	SHAWANO AVE MULTI-MODAL PATH	539SHW+20	70.5'	LT	1	1	--
		541SHW+22	42.6'	LT	1	1	--
		545SHM+29	26.3'	LT	1	--	1
		545SHM+66	14.1'	RT	1	--	1
		547SHM+04	26.5'	LT	2	--	2
		548SHM+60	41.9'	RT	1	1	--
		548SHM+68	38.0'	RT	1	1	--
PROJECT 9202-08-77 TOTAL					8	4	4

ROCK BAGS

CATEGORY	LOCATION	628.7570 ROCK BAGS EACH
1010	PROJECT 9202-08-77	20
PROJECT 9202-08-77 TOTAL		20

TREES								
CATEGORY	LOCATION	632.0101.01	632.0101.02	632.0101.03	632.0101.04	632.0101.05	632.0101.06	632.0101.07
		AMUR CORKTREE, 'MACHO', B&B, 2.5-INCH CAL.	ELM, ACCOLADE, B&B, 2.5-INCH CAL.	HONEYLOCUST, THORNLESS 'IMPERIAL', B&B, 2.5-INCH CAL.	MAPLE, FREEMAN 'ARMSTRONG', B&B, 2.5-INCH CAL.	MAPLE, FREEMAN 'MARMO', B&B, 2.5-INCH CAL.	MAPLE, FREEMAN 'SIENNA GLEN', B&B, 2.5-INCH CAL.	MAPLE, STATE STREET, B&B, 2.5-INCH CAL.
		EACH	EACH	EACH	EACH	EACH	EACH	EACH
1400	PROJECT 9202-08-77	3	7	34	7	5	10	3
PROJECT 9202-08-77 TOTAL		3	7	34	7	5	10	3

TREES (CONT.)							
CATEGORY	LOCATION	632.0101.08	632.0101.09	632.0101.10	632.0101.11	632.0101.12	632.0101.13
		CRABAPPLE, 'PRAIRIFIRE' B&B, 2-INCH CAL.	CRABAPPLE 'RED JEWEL', B&B, 2-INCH CAL.	HORNBEAM, AMERICAN, B&B, 2-INCH CAL.	SERVICEBERRY, 'PRINCESS DIANA' (SHRUB FORM TREE), B&B, 9-FOOT HT.	VIBURNUM, BLACKHAW (SHRUB FORM TREE), B&B, 6-FOOT HT.	SPRUCE, SERBIAN, B&B, 5-FOOT HT.
		EACH	EACH	EACH	EACH	EACH	EACH
1400	PROJECT 9202-08-77	4	5	1	5	5	8
PROJECT 9202-08-77 TOTAL		4	5	1	5	5	8

LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES		
CATEGORY	LOCATION	632.9101 LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES
		EACH
1400	PROJECT 9202-08-77	26
PROJECT 9202-08-77 TOTAL		26

TRAFFIC CONTROL ITEMS		
CATEGORY	LOCATION	643.0100 TRAFFIC CONTROL (PROJECT) 9202-08-77
		EACH
1010	PROJECT 9202-08-77	1
PROJECT 9202-08-77 TOTAL		1

ROADWAY SAWING

						690.0150	690.0250
						SAWING	SAWING
						ASPHALT	CONCRETE
CATEGORY	LOCATION	FROM STATION	OFFSET	TO STATION	OFFSET	LF	LF
1010	<u>SHAWANO AVE MULTI-MODAL PATH</u>	541SHM+50.45	0.0	541SHM+50.45	12.0' LT	12	--
		548SHM+22.49	0.0	548SHM+22.49	10.0' LT	--	10
		549SHM+75.37	0.0	549SHM+75.37	10.0' LT	--	10
PROJECT 9202-08-77 TOTAL						12	20

LANDSCAPE ITEMS

CATEGORY	LOCATION	SPV.0035.001	SPV.0180.002
		TOPSOIL SPECIAL CY	SHREDDED HARDWOOD BARK MULCH SY
1400	TREE AREAS	362	542
PROJECT 9202-08-77 TOTAL		362	542

SEDIMENTATION BASIN

CATEGORY	LOCATION	SPV.0060.001
		SEDIMENTATION BASIN EACH
1010	PROJECT 9202-08-77	1
PROJECT 9202-08-77 TOTAL		1

STREET SWEEPING

CATEGORY	LOCATION	SPV.0075.001
		STREET SWEEPING HRS
1010	PROJECT 9202-08-77	5
PROJECT 9202-08-77 TOTAL		5

SURVEY PROJECT 9202-08-77

CATEGORY	LOCATION	SPV.0105.001
		LS
1010	PROJECT 9202-08-77	1
PROJECT 9202-08-77 TOTAL		1

TRANSPORTATION PROJECT PLAT NO: 1133-03-22-4.02

PART OF OUTLOT 3, IN THE 29/41 RETAIL CENTRE, WITHIN LOTS 306 AND 307 IN THE FORT HOWARD MILITARY RESERVE (FHMR); AND PART OF LOT 3, CSM #6335, WITHIN LOT 306 IN THE FHMR; AND PART OF LOT 1, CSM #5568 AND PART OF LOT 2, CSM #3945, WITHIN LOT 101 IN THE FHMR; AND PART OF LOT 1, CSM #7338, WITHIN LOT 90 IN THE FHMR; ALL LOCATED IN THE VILLAGE OF HOWARD, BROWN COUNTY, WISCONSIN.

RELOCATION ORDER USH 41 BROWN COUNTY

TO THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

CONVENTIONAL ABBREVIATIONS AND SYMBOLS

ACCESS POINT
ACCESS RIGHTS
ACRES
CHORD BEARING
CHORD DISTANCE
DEED
DOCUMENT
EAST BOUND
GAS VALVE
INLET
LENGTH OF CURVE
MANHOLE
MONUMENT
NORTH BOUND
PAGE
PERMANENT
PERMANENT LIMITED EASEMENT
PRIVATE DRIVEWAY
PROPERTY LINE
RADIUS
REFERENCE LINE
REMAINING
RIGHT OF WAY
SECTION
SECTION LINE
FOUND IRON PIPE
STATION
TEMPORARY LIMITED EASEMENT
TIE POINT
VOLUME
ADJOINING LANDS
WITH SAME OWNER
PARALLEL TO LINE
BUILDING TO BE RAZED
FEE ACQUISITION

COMPENSABLE NON-COMPENSABLE

SECTION CORNER
(MATERIAL AS NOTED)
SET R/W MONUMENT W/CAP
(1-1/4" OUTSIDE DIA. x 18"
IRON PIPE 1.13 LBS/FT)
SET P.K. NAIL
PROPOSED R/W
BOUNDARY POINT
CORPORATE LIMITS
EXISTING R/W
QUARTER LINE
SIXTEENTH LINE
PROPOSED OR NEW R/W LINE
PROPOSED EASEMENT LINE
PARCEL NUMBER
UTILITY PARCEL NUMBER
PROPERTY LINE
LOT, TIE AND OTHER MINOR
DASHED LINES
ACCESS CONTROL
(By Previous Acquisition
or Covenant)
NO ACCESS
(By Acquisition)
NO ACCESS
(By Statutory Authority)
LIMITED EASEMENT
(Temporary or Permanent)

BURIED FIBER OPTICS CABLE
BURIED TELEPHONE CABLE
BURIED GAS LINE
STORM SEWER LINE
BURIED WATER LINE
BURIED ELECTRIC LINE
OVERHEAD ELECTRIC LINE

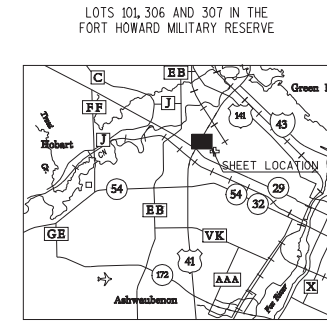
CURVE	CH DISTANCE	CH BEARING	RADIUS	ARC LENGTH	PI COORDINATES
CL59	1931.35'	N 17°09'36" E	3819.72'	1952.53'	Y=574189.81 X=82449.63

POINT	STATION	OFFSET	COORDINATES
PLE "A"			
TLE90	5488+74.61	792.10' L	Y 576760.558 X 83111.776
TLE91	5489+45.75	678.99' L	Y 576761.406 X 83245.387
TLE92	5490+36.53	569.71' L	Y 576760.964 X 83386.105
DB107	5490+60.85	531.41' L	Y 576761.451 X 83431.473
TLE93	5490+81.94	531.26' L	Y 576799.291 X 83442.720
PLE "B"			
TLE134	5493+12.10	271.91' R	Y 576569.090 X 84246.680
TLE135	5496+92.11	230.05' R	Y 576912.830 X 84414.030
TLE136	5496+96.87	273.52' R	Y 576893.660 X 84453.330
TLE137	5499+95.09	240.86' R	Y 577163.310 X 84584.820
TLE138	5503+64.30	231.07' R	Y 577480.800 X 84773.530
PLE43	5506+09.60	230.64' R	Y 577690.751 X 84903.802
PLE42	5506+09.60	180.64' R	Y 577717.270 X 84861.414

COURSE	POINT TO POINT	BEARING	DISTANCE
USH 41 R/W REFERENCE LINE			
DB130	DB131	N 02°30'58" E	6248.32'
DB132	DB133	N 31°48'14" E	1788.98'
DB133	DB162	N 32°14'42" E	1299.92'
DB162	DB163	N 31°48'14" E	2879.15'

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE ACRES	T.L.E. ACRES	P.L.E. ACRES
4	JB INVESTMENT LLC	PLE "A"	-	0.23	0.06
7	WRC HOWARD, INC.	FEE	3.04	-	0.36
8	WOLF INVESTMENT LP	FEE & PLE	0.03	0.81	0.11
9	M M DEVELOPMENT LLC	PLE & PLE	0.01	0.01	-
10	HOWARD PUBLIC	PLE & PLE	-	0.13	0.02
11	HULS, LLC	PLE & PLE	0.29	0.12	-
100	HOWARD PUBLIC SERVICE- ELECTRIC	RELEASE OF RIGHTS	-	-	-
101	AT&T WISCONSIN	RELEASE OF RIGHTS	-	-	-
107	HOWARD PUBLIC SERVICE- ELECTRIC	RELEASE OF RIGHTS	-	-	-
117	QUEST COMMUNICATIONS	RELEASE OF RIGHTS	-	-	-
209	GREEN BAY METROPOLITAN SEWERAGE DISTRICT (UAT)	-	-	-	-
224	VILLAGE OF HOWARD- MILITARY (UAT)	-	-	-	-
225	VILLAGE OF HOWARD-	-	-	-	-



RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, BROWN COUNTY, (ENGLISH), NAD OF 1983 (1999 ADJUSTMENT, ALL PLAT DISTANCES ARE GROUND LENGTH.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECTS: T 02-5126, 151-08-21 & COUNTY MAPS

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECTS: T 02-5126

USH 41 IN BROWN COUNTY WAS DESIGNATED AS A FREEWAY UNDER SECTION 84.295 OF THE WISCONSIN STATUTES BY THE HIGHWAY COMMISSION ON 6/8/1972.

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLES ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

JON L. HERBEL
PRINTED NAME
SIGNATURE
DATE 6/3/2010

NORMAN PAWELCZYK
PRINTED NAME
SIGNATURE
DATE 6/3/2010

FILE NAME : C:\Users\N\3\113303A\dn\USH 41\11330322\040102-rw.dgn
APPRaisal PLAT DATE :

PLOT DATE : 03-JUN-2010 09:38
PLOT BY : \$\$\$...plotuser...\$\$\$
PLOT NAME : D3

PLOT SCALE : 100.000000:1.000000

9202-07-22

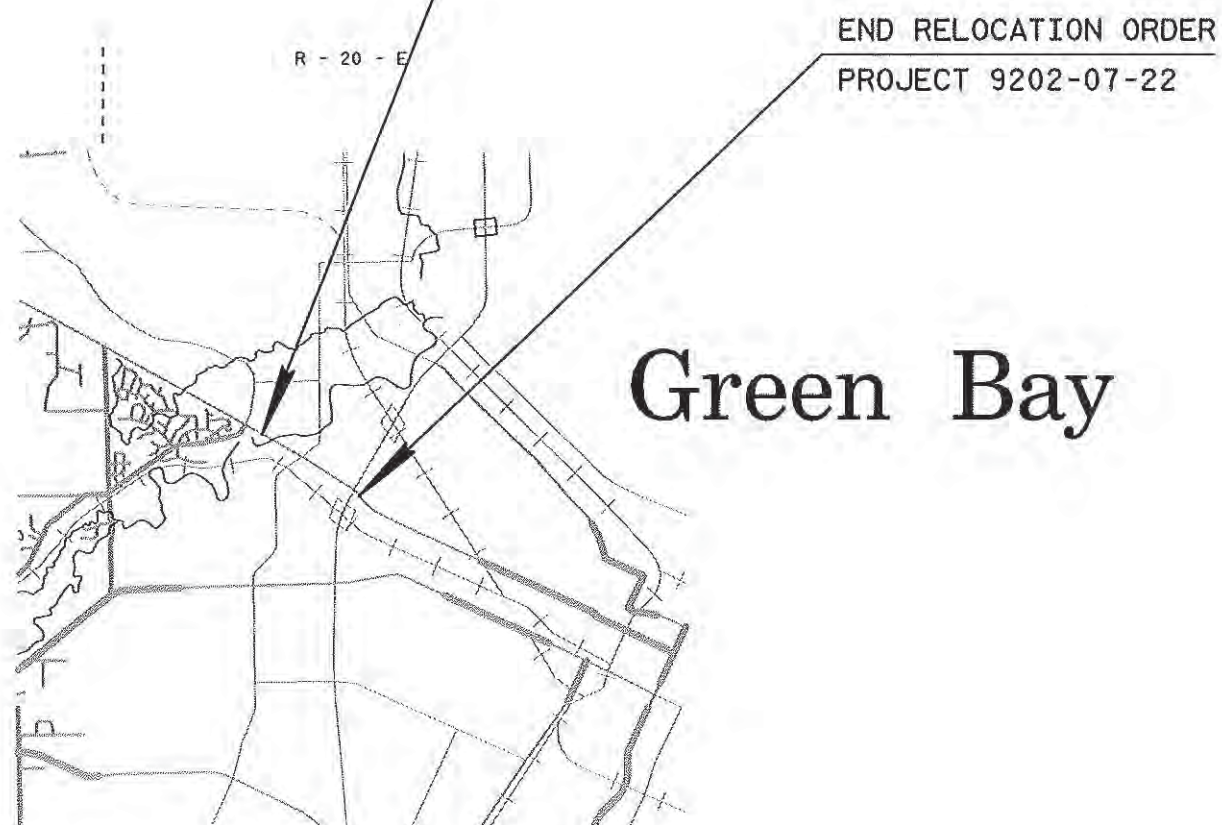
CONVENTIONAL SIGNS AND ABBREVIATIONS

AC.	ACRES	PEO	PEDESTAL
AC. REM.	ACRES REMAINING	●	R/W MONUMENT
A.P.	ACCESS POINT	P.L.	PROPERTY LINE
B.	BARN	P.L.E.	PERMANENT LIMITED EASEMENT
BLDG.	BUILDING	R.	RANGE
CO.	COMPANY	RD.	ROAD
CORP.	CORPORATION	R/W	RIGHT OF WAY
C.T.H.	COUNTY TRUNK HIGHWAY	S.	SHED
D.	DEED	S.T.H.	STATE TRUNK HIGHWAY
E.	EAST	T.	TOWN
ET. AL.	AND OTHERS	TEMP.	TEMPORARY
G.	GARAGE	T.I.	TEMPORARY INTEREST
GN	GRID NORTH	VOL.	VOLUME
H.	HOUSE	W.	WEST
INC.	INCORPORATED	WIS.	WISCONSIN
L.C.	LAND CONTRACT		
N	NORTH		

	COMPENSABLE	NON-COMPENSABLE
POWER POLE	⬮	⬮
TELEPHONE POLE	⬮	⬮
SIGN	⬮	⬮
TELEPHONE PEDESTAL	⬮	⬮
NO ACCESS (BY ACQUISITION)		
NO ACCESS (BY STATUTORY AUTHORITY)	●●●●●	●●●●●
NO ACCESS (BY PREVIOUS PROJECT OR COVENANT)	◆◆◆◆◆	◆◆◆◆◆



T
24
N



LAYOUT
0 1 MI.
SCALE

TOTAL NET LENGTH OF CENTERLINE = MI.

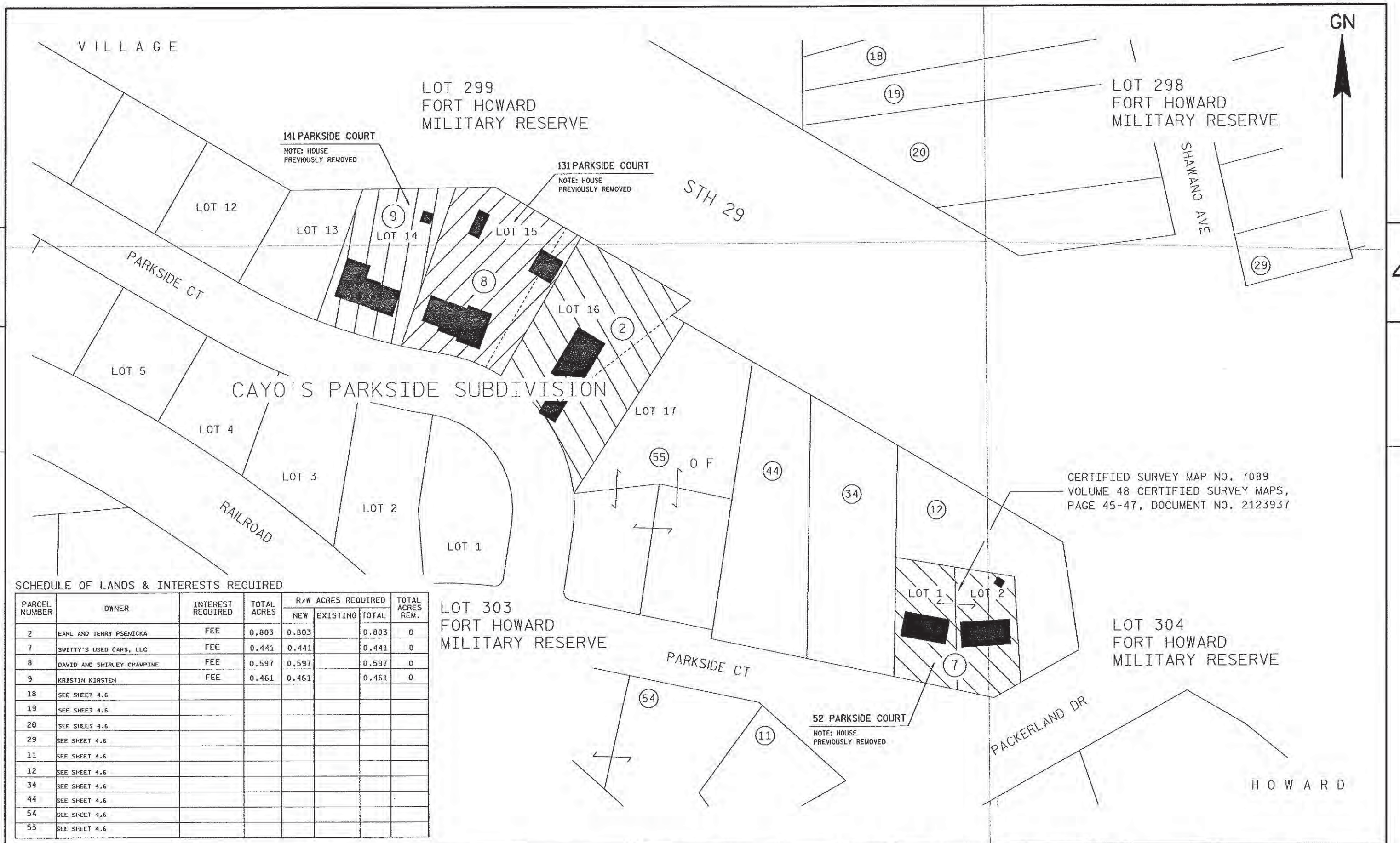
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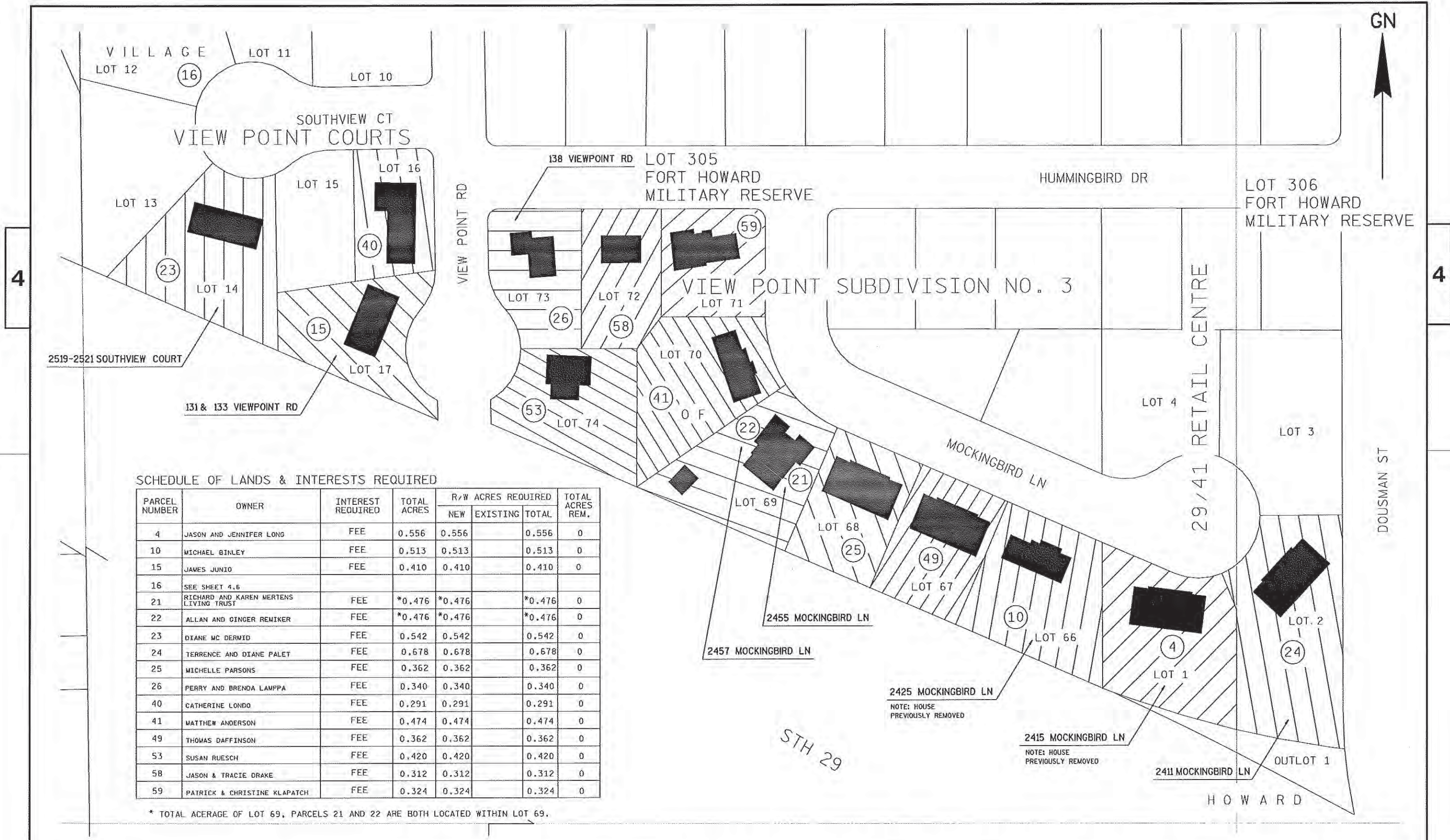
RIGHT OF WAY MONUMENTS ARE TYPE 2 AND ARE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

R/W PROJECT NUMBER 9202-07-22	SHEET NUMBER 4.0	TOTAL SHEETS 18
PLAT OF RIGHT OF WAY REQUIRED FOR CTH J - USH 41 CTH J - PACKERLAND DRIVE STH 29 BROWN CO./OUTAGAMIE CO.		

REVISION DATE 7-24-07 4-15-08 9-16-09	STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION APPROVED: DATE: 8-10-00 MICHAEL FLYNN FOR DISTRICT DIRECTOR
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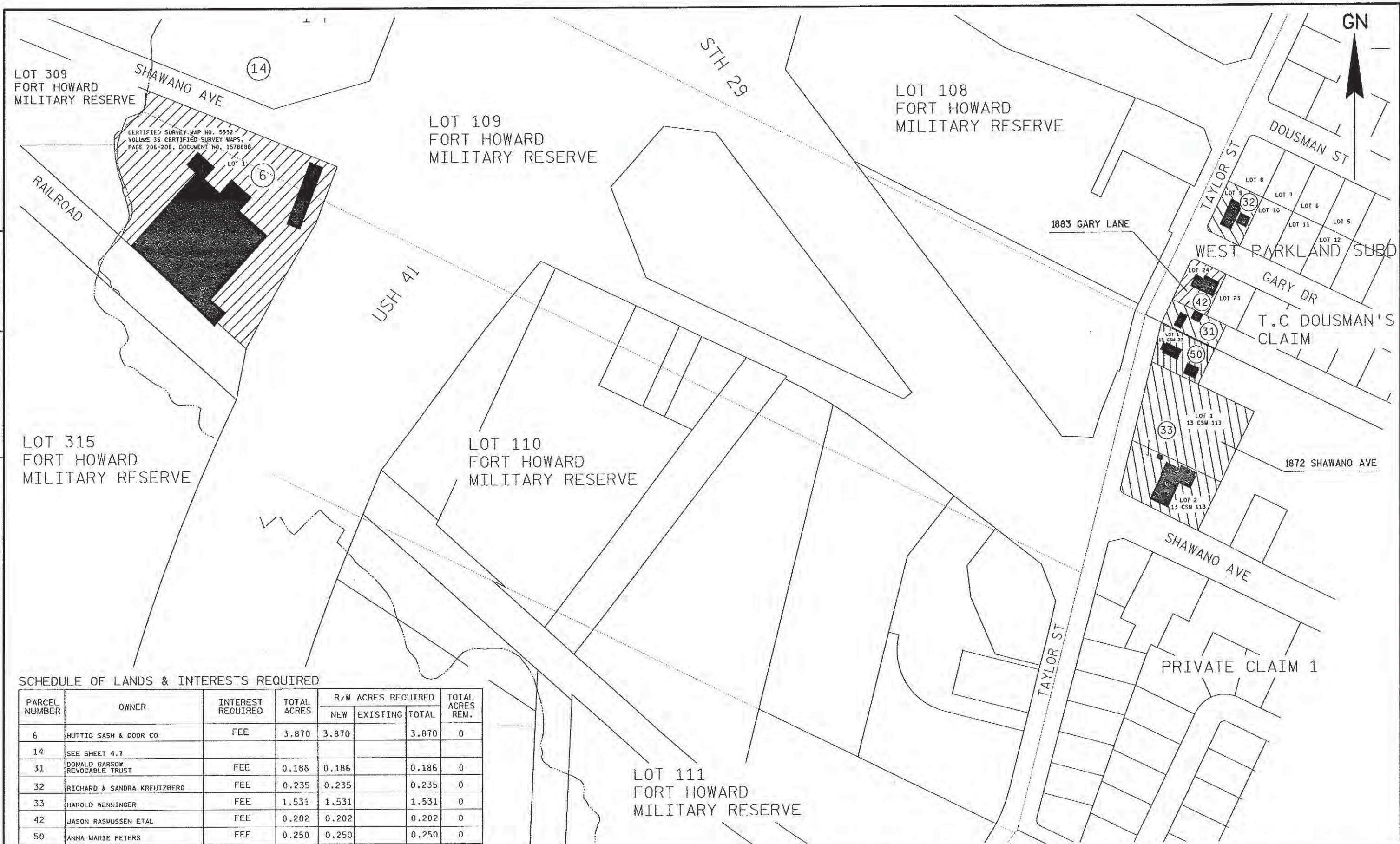




SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	TOTAL ACRES	R/W ACRES REQUIRED			TOTAL ACRES REM.
				NEW	EXISTING	TOTAL	
4	JASON AND JENNIFER LONG	FEE	0.556	0.556		0.556	0
10	MICHAEL BINLEY	FEE	0.513	0.513		0.513	0
15	JAMES JUNIO	FEE	0.410	0.410		0.410	0
16	SEE SHEET 4.6						
21	RICHARD AND KAREN MERTENS LIVING TRUST	FEE	*0.476	*0.476		*0.476	0
22	ALLAN AND GINGER REMIKER	FEE	*0.476	*0.476		*0.476	0
23	DIANE MC DERMID	FEE	0.542	0.542		0.542	0
24	TERRENCE AND DIANE PALET	FEE	0.678	0.678		0.678	0
25	MICHELLE PARSONS	FEE	0.362	0.362		0.362	0
26	PERRY AND BRENDA LAMPPA	FEE	0.340	0.340		0.340	0
40	CATHERINE LONDO	FEE	0.291	0.291		0.291	0
41	MATTHEW ANDERSON	FEE	0.474	0.474		0.474	0
49	THOMAS DAFFINSON	FEE	0.362	0.362		0.362	0
53	SUSAN RUESCH	FEE	0.420	0.420		0.420	0
58	JASON & TRACIE DRAKE	FEE	0.312	0.312		0.312	0
59	PATRICK & CHRISTINE KLAPATCH	FEE	0.324	0.324		0.324	0

* TOTAL ACERAGE OF LOT 69, PARCELS 21 AND 22 ARE BOTH LOCATED WITHIN LOT 69.



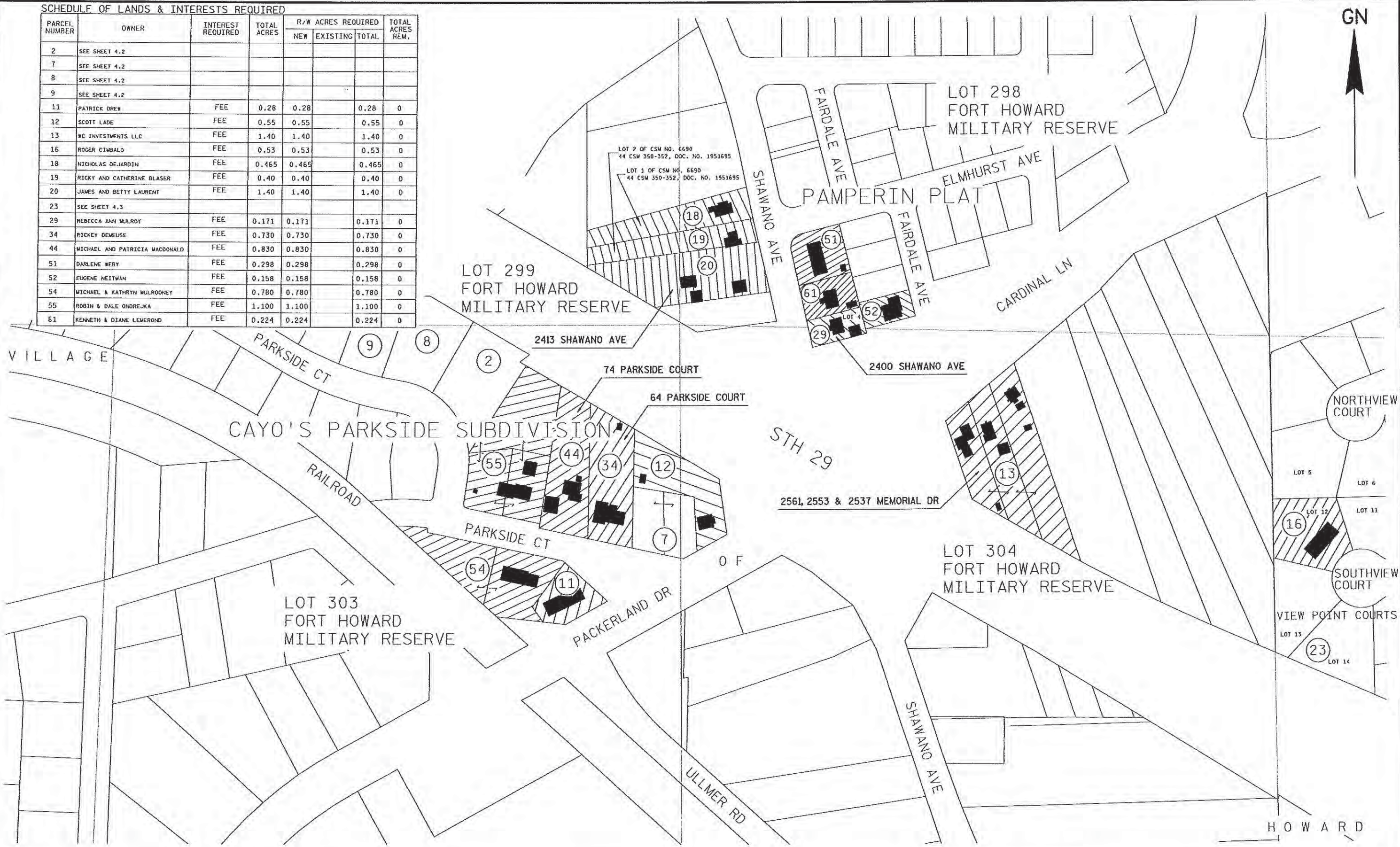
SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	TOTAL ACRES	R/W ACRES REQUIRED			TOTAL ACRES REM.
				NEW	EXISTING	TOTAL	
6	HUTTIG SASH & DOOR CO	FEE	3.870	3.870		3.870	0
14	SEE SHEET 4.7						
31	DONALD GARSON REVOCABLE TRUST	FEE	0.186	0.186		0.186	0
32	RICHARD & SANDRA KREUTZBERG	FEE	0.235	0.235		0.235	0
33	HAROLD WENNINGER	FEE	1.531	1.531		1.531	0
42	JASON RASMUSSEN ETAL	FEE	0.202	0.202		0.202	0
50	ANNA MARIE PETERS	FEE	0.250	0.250		0.250	0

REVISION DATE 4-15-2008 9-16-2009	DATE 8-10-2000	SCALE, FEET 0 100 200	HWY: STH 29	STATE R/W PROJECT NUMBER 9202-07-22	PLAT SHEET NO: 4.4
	GRID FACTOR N/A		COUNTY: BROWN	CONSTRUCTION PROJECT NUMBER 9202-07-77	PS&E SHEET NO: E

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	TOTAL ACRES	R/W ACRES REQUIRED			TOTAL ACRES REM.
				NEW	EXISTING	TOTAL	
2	SEE SHEET 4.2						
7	SEE SHEET 4.2						
8	SEE SHEET 4.2						
9	SEE SHEET 4.2						
11	PATRICK DREW	FEE	0.28	0.28		0.28	0
12	SCOTT LADE	FEE	0.55	0.55		0.55	0
13	MC INVESTMENTS LLC	FEE	1.40	1.40		1.40	0
16	ROGER CIBALO	FEE	0.53	0.53		0.53	0
18	NICHOLAS DEJARDIN	FEE	0.465	0.465		0.465	0
19	RICKY AND CATHERINE BLASER	FEE	0.40	0.40		0.40	0
20	JAMES AND BETTY LAURENT	FEE	1.40	1.40		1.40	0
23	SEE SHEET 4.3						
29	REBECCA ANN WILROY	FEE	0.171	0.171		0.171	0
34	RICKEY DEMUSE	FEE	0.730	0.730		0.730	0
44	MICHAEL AND PATRICIA MACDONALD	FEE	0.830	0.830		0.830	0
51	DARLENE WERY	FEE	0.298	0.298		0.298	0
52	EUGENE HEITMAN	FEE	0.158	0.158		0.158	0
54	MICHAEL & KATHRYN WILROONEY	FEE	0.780	0.780		0.780	0
55	ROBIN & DALE ONDREJKA	FEE	1.100	1.100		1.100	0
61	KENNETH & DIANE LEVEROND	FEE	0.224	0.224		0.224	0



REVISION DATE
4-15-2008
9-16-2009

DATE 8-10-2000

GRID FACTOR N/A

SCALE, FEET



HWY: STH 29

COUNTY: BROWN

STATE R/W PROJECT NUMBER 9202-07-22

CONSTRUCTION PROJECT NUMBER 9202-07-77

PLAT SHEET NO: 4.6

PS&E SHEET NO:

E

PART OF UNPLATTED LANDS WITHIN LOTS 298 AND 299 IN THE FORT HOWARD MILITARY RESERVE, LOCATED IN THE VILLAGE OF HOWARD, BROWN COUNTY, WISCONSIN.

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

VILLAGE OF HOBART

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER
OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND
SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, BROWN COUNTY, (ENGLISH), NAD OF 1983 (1991) ADJUSTMENT. ALL PLAT DISTANCES ARE GROUND LENGTH.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS
AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES.
THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES
AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S):
F 020 3(9), 9202-02-21, 9202-07-21, 9202-02-22, & COUNTY MAPS

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S):
F 020 3(9), 9202-02-22

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE
CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO
CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095.

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN
DEPARTMENT OF TRANSPORTATION

GN

0 100 200

GRAPHIC SCALE, FEET

SCHEDULE OF LANDS & INTERESTS REQUIRED					
PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE ACRES	T.L.E. ACRES	P.L.E. ACRES
18	BROWN COUNTY	FEE & EASE	1.28	1.25	
19	JACK BREEDIS & JACQUELINE BREEDIS	FEE	0.64	-	-
117	QWEST COMMUNICATIONS	RELEASE OF RIGHTS			
107	MISSOURI PUBLIC SERVICE	RELEASE OF RIGHTS			
109	GREEN BAY METROPOLITAN SEWERAGE DISTRICT (TOWNSHIP)	RELEASE OF RIGHTS			
209	GREEN BAY METROPOLITAN SEWERAGE DISTRICT (TOWNSHIP) UA	RELEASE OF RIGHTS			
224	VILLAGE OF HOWARD-WATER UA				
225	VILLAGE OF HOWARD-WATER UA				

CURVE TABLE						
CURVE	CH DISTANCE	CH BEARING	RADIUS	ARC LENGTH	PI COORDINATES	
CL200	414.25'	S 56°50'17" E	3819.72'	414.45'	Y 57172.76	X 81506.99
CL201	818.68'	S 45°28'35" E	2851.60'	821.52'	Y 575722.88	X 83482.89
CL202	545.70'	S 50°59'53" E	1145.92'	551.00'	Y 574568.11	X 84360.15

COURSE TABLE			
STH 29 R/W REFERENCE LINE			
POINT TO POINT			
CL.2	CL.3	S 59°56'47" E	7007.27
CL.3	CL.4	SEE CURVE CL200	
CL.4	CL.5	S 53°43'47" E	1829.73
CL.5	CL.6	SEE CURVE CL201	
CL.6	CL.7	S 37°13'23" E	755.64
CL.7	CL.8	SEE CURVE CL202	
CL.8	CL.1	S 64°46'23" E	909.07

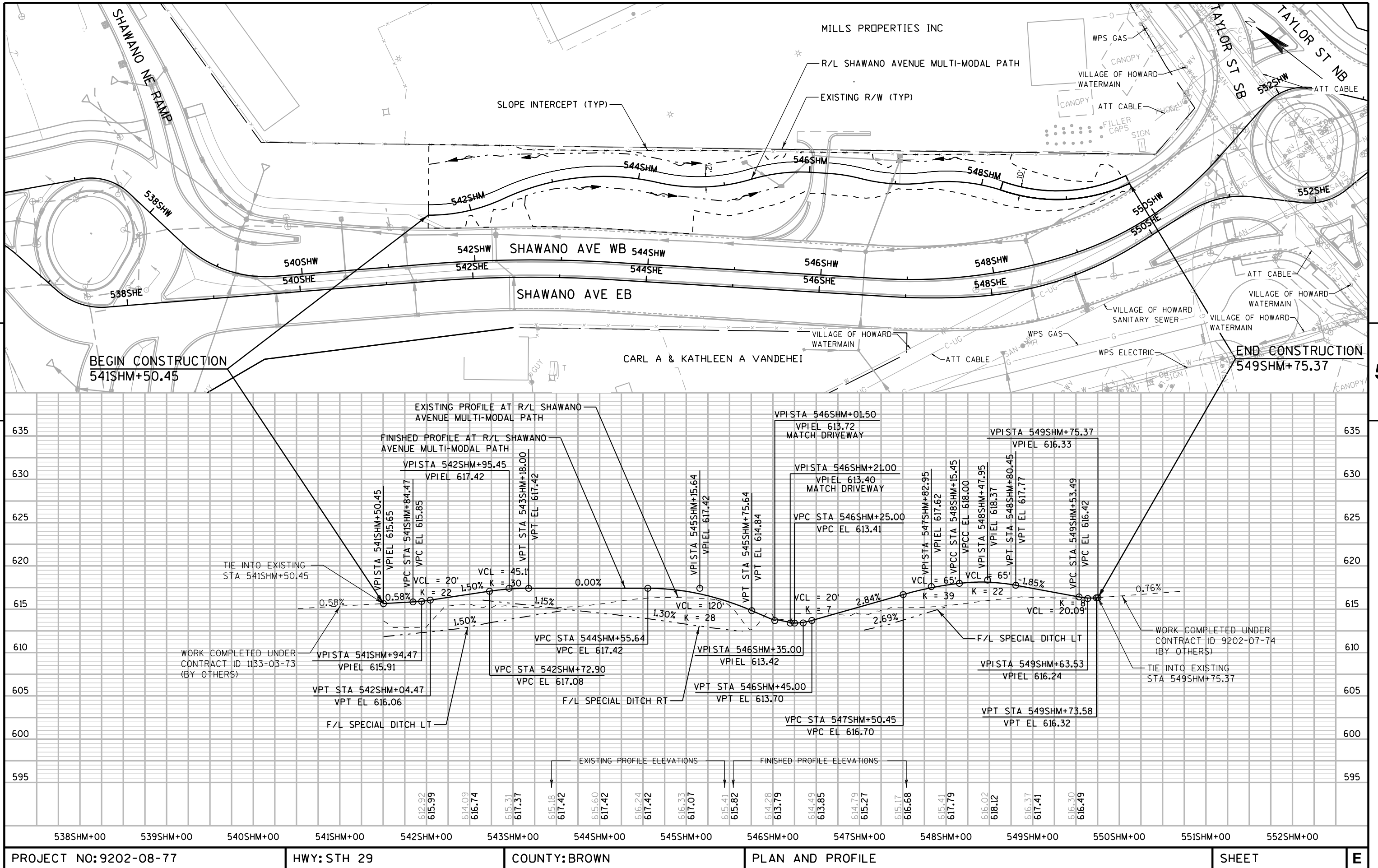
POINT	STATION	OFFSET	COORDINATES
CL2	0+00.00	0.00/R	Y 577983.75 X 80261.865
DB123	42+60.63	83.05/L	Y 578724.066 X 78991.670
DB125	42+60.63	0.00/R	Y 578652.180 X 78950.077
DB126	42+66.99	0.00/R	Y 578652.180 X 78950.077
PW#542	47+39.69	124.68/L	Y 578520.180 X 79427.170
PW#543	51+05.68	178.35/L	Y 578383.340 X 79710.840
PW#544	52+62.32	222.95/L	Y 578398.290 X 79543.060
PW#545	53+30.92	276.60/L	Y 578323.750 X 79381.400
PW#681	54+34.53	230.26/L	Y 578263.580 X 79988.100
PW#682	55+72.87	264.41/L	Y 578223.860 X 80218.320
PW#683	56+09.28	288.92/L	Y 578183.750 X 80448.000
PC155	57+30.81	78.40/L	Y 577583.75 X 80261.865
DB119	57+76.92	0.00/R	Y 577892.805 X 80262.516
CL3	70+07.27	0.00/R	Y 577276.640 X 81327.450
CL4	72+11.74	0.00/R	Y 577059.750 X 81617.000
CL5	92+54.44	0.00/R	Y 575967.580 X 83149.410
CL6	100+72.96	0.00/R	Y 575393.520 X 83733.100
CL7	108+28.60	0.00/R	Y 574791.810 X 84190.200
CL8	119+09.69	0.00/R	Y 574460.920 X 84440.000
CL1	122+88.68	0.00/R	Y 574060.920 X 85436.622

POINT TLE "A"	STATION	OFFSET	COORDINATES	
PWW435	51+05.68	178.35' L	Y 578383.340	X 79770.0
PWW436	51+52.92	226.53' L	Y 578398.290	X 79834.0
TLE109	52+58.26	282.11' L	Y 578395.190	X 79865.0
TLE110	52+58.26	282.11' L	Y 578395.190	X 79865.0
TLE111	53+03.00	395.63' L	Y 578472.590	X 80050.0
TLE130	53+05.55	761.01' L	Y 578787.560	X 80235.0
TLE128	53+18.86	659.07' L	Y 578692.670	X 80196.0
TLE112	54+37.09	666.16' L	Y 578639.600	X 80301.0

4

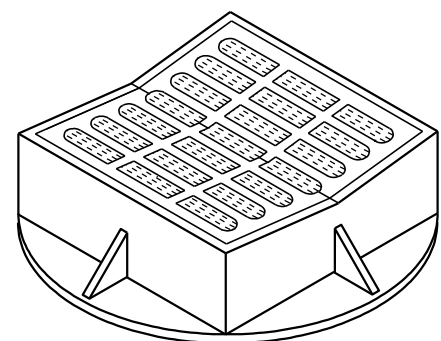
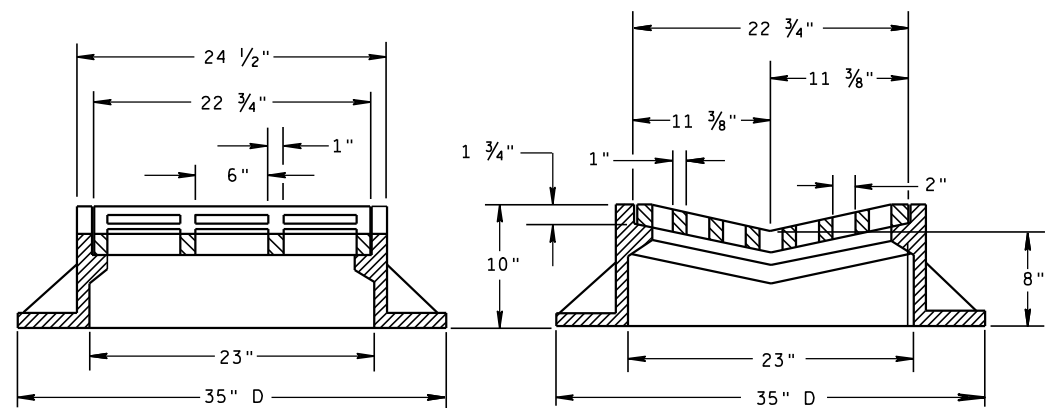
HOWARD

4

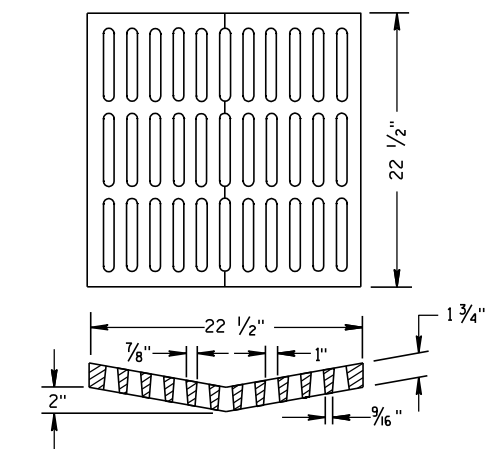


Standard Detail Drawing List

08A05-18B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08C08-01	INLETS MEDIAN 1 AND 2 GRATE
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
15C05-01	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15D20-01	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-01	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D30-01	TRAFFIC CONTROL, SIDEWALK CLOSURE



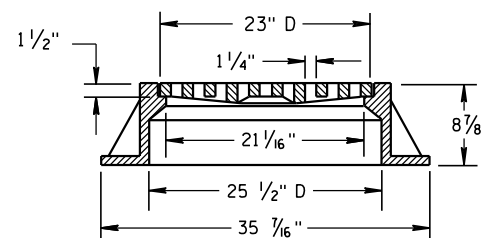
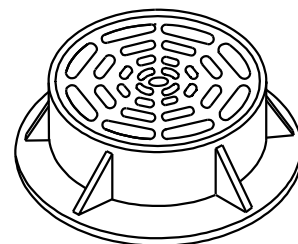
TYPE "B"
(APPROXIMATE WEIGHT 405 LBS.)
FRAME..... 294 LBS.
GRATE..... 111 LBS.



**ALTERNATIVE GRATE FOR
TYPE "B" COVER**

(APPROXIMATE GRATE WEIGHT 134 LBS.)

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"
(APPROXIMATE WEIGHT 259 LBS.)

FRAME..... 152 LBS.
GRATE..... 107 LBS.

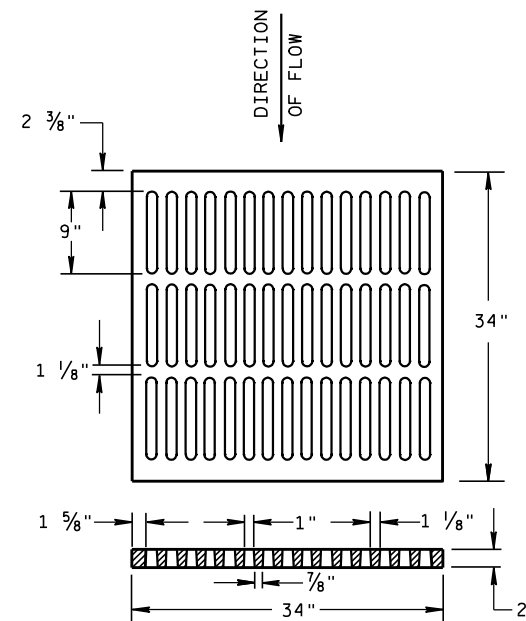
GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

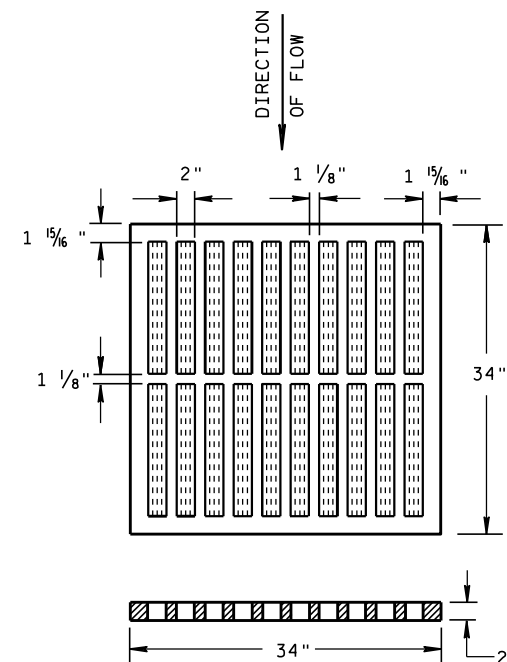
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.



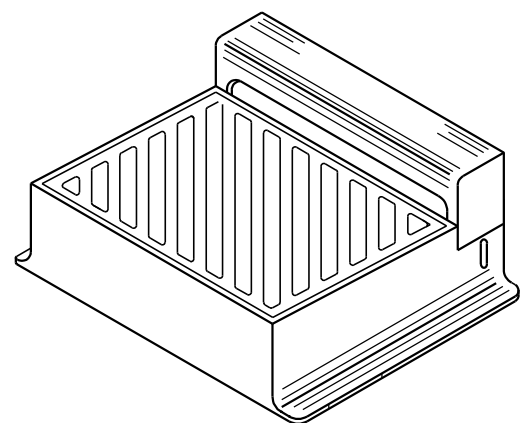
ALTERNATIVE TYPE "MS"
(APPROXIMATE GRATE WEIGHT 329 LBS.)

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



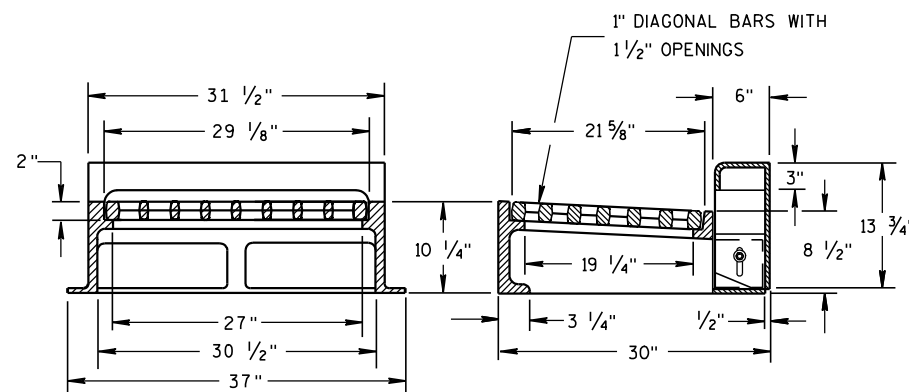
TYPE "MS"
(APPROXIMATE GRATE WEIGHT 268 LBS.)

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



DIRECTION
OF FLOW

DIAGONAL SLOTS, SHALL BE ORIENTED
TO THE DIRECTION OF FLOW AS ILLUSTRATED.
GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"
(APPROXIMATE WEIGHT 648 LBS.)

FRAME..... 355 LBS.
GRATE..... 156 LBS.
CURB BOX..... 137 LBS.

**INLET COVERS
TYPE B, B-A, C, MS, MS-A, & WM**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012

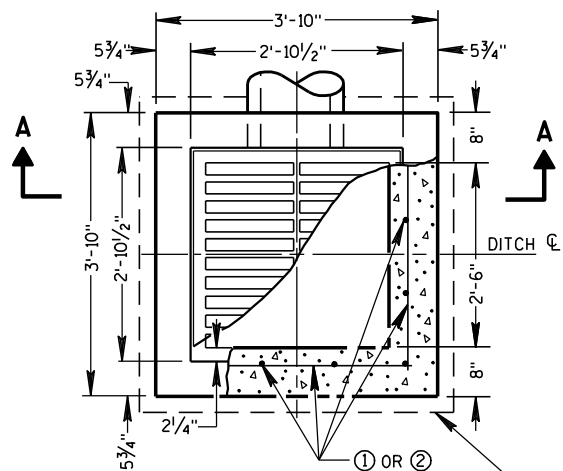
DATE

FHWA

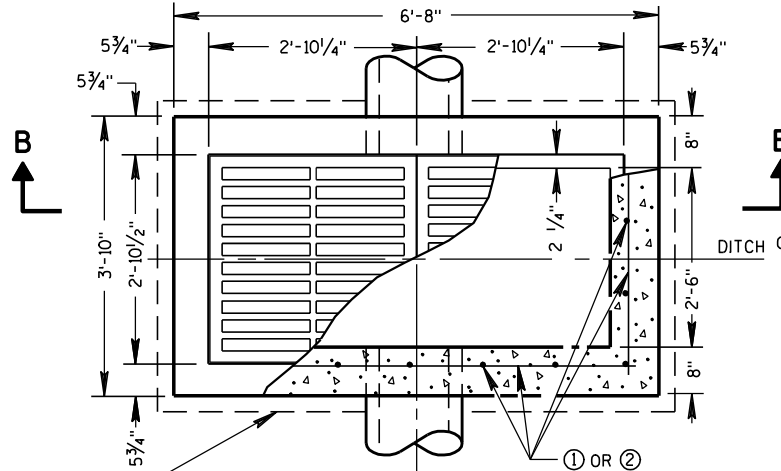
/S/ Jerry H. Zogg

ROADWAY STANDARDS DEVELOPMENT

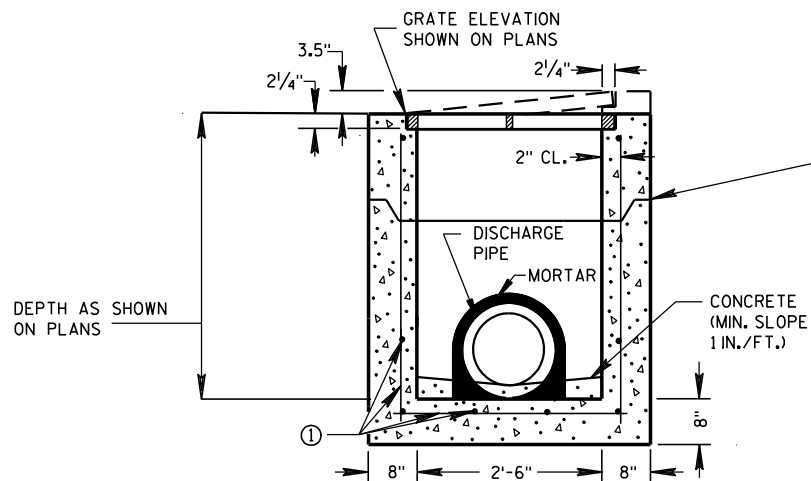
ENGINEER



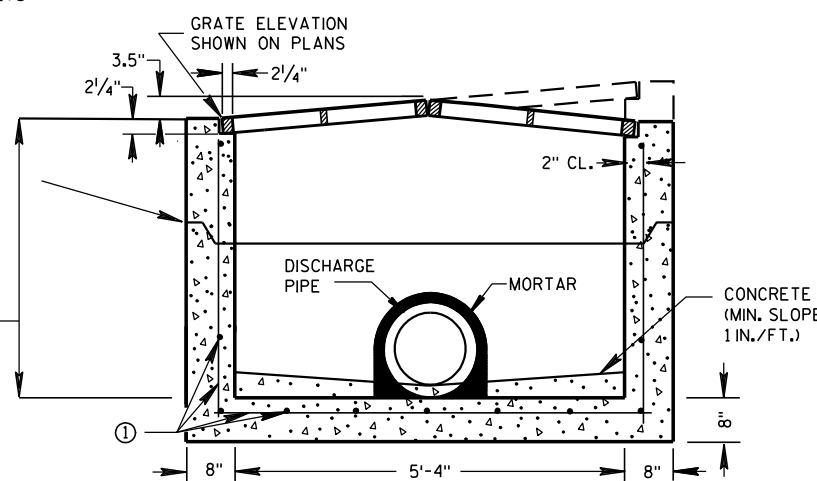
PLAN VIEW



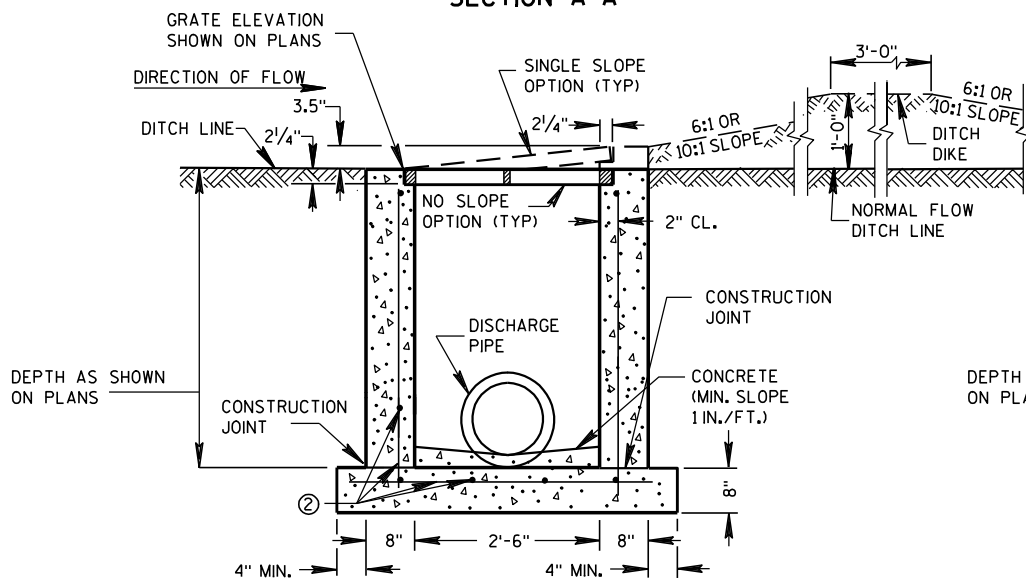
PLAN VIEW



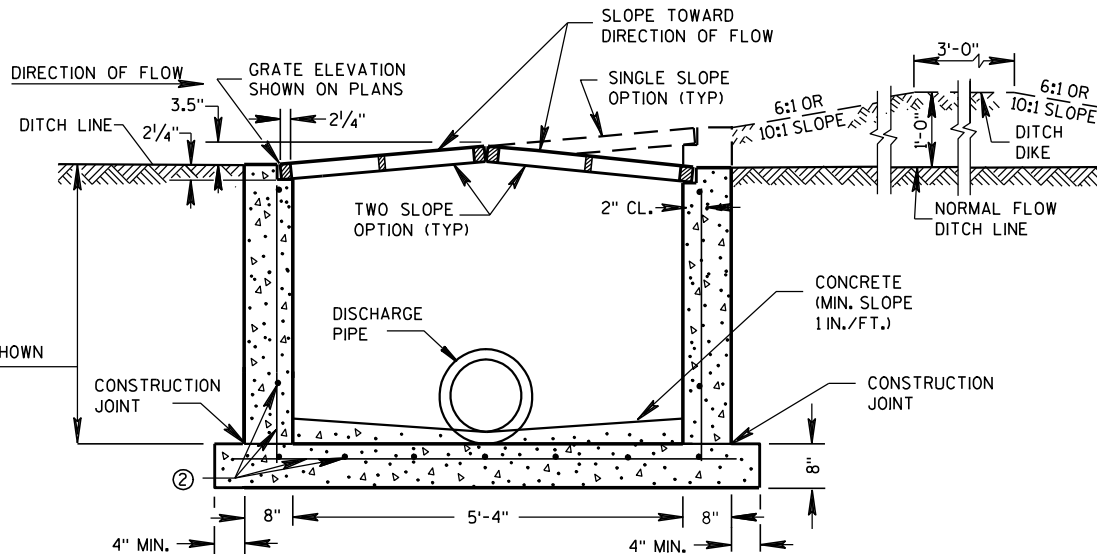
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, IG-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

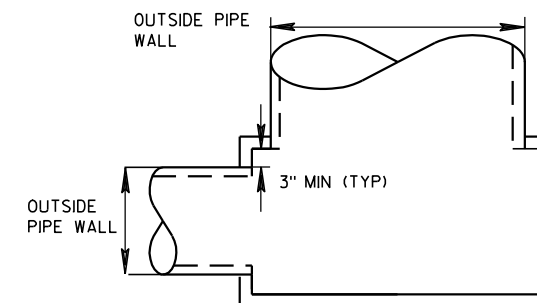
ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

- ① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.
- ② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

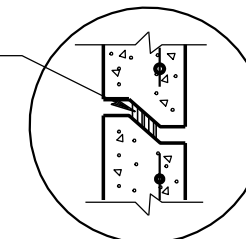
PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012

DATE

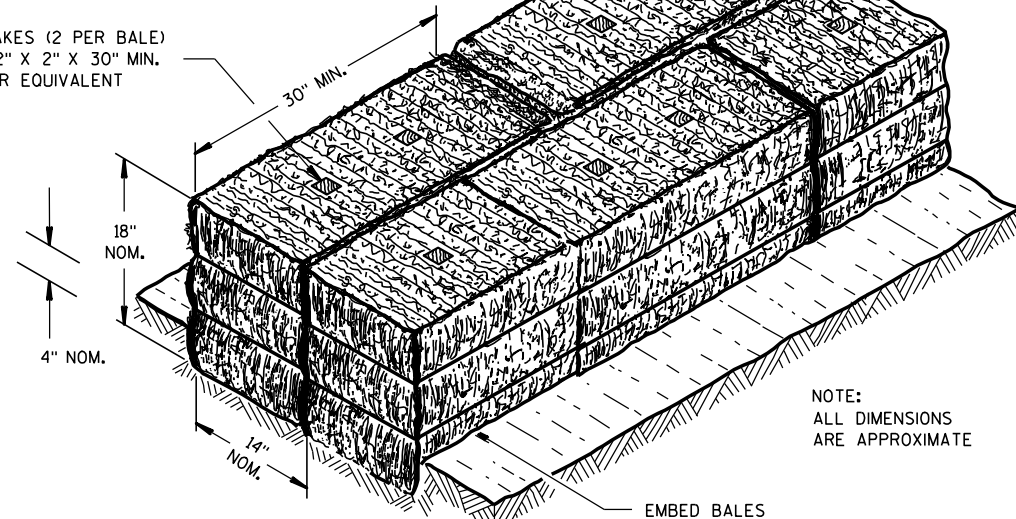
FHWA

/s/ Jerry H. Zogg

ROADWAY STANDARDS DEVELOPMENT

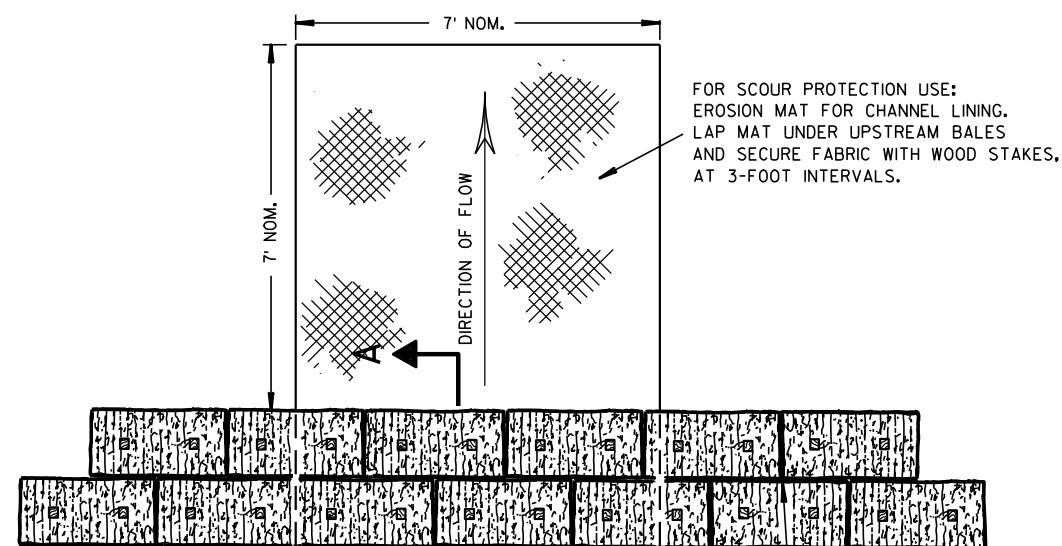
ENGINEER

WOOD STAKES (2 PER BALE)
NOMINAL 2" X 2" X 30" MIN.
LENGTH OR EQUIVALENT



SECTION A-A

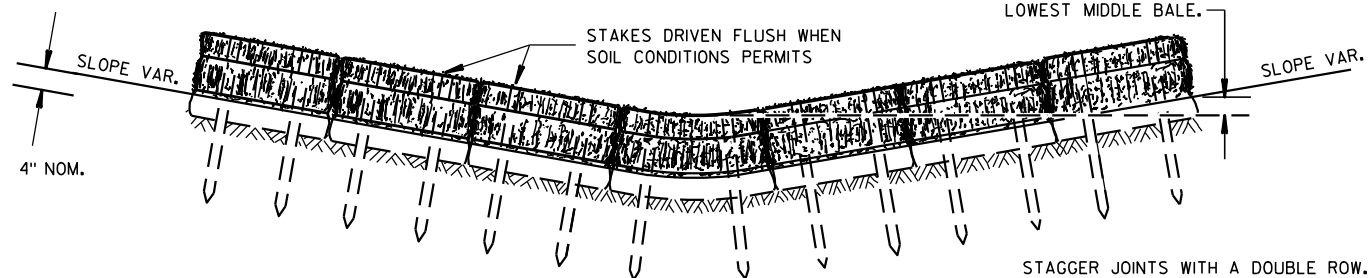
NOTE:
ALL DIMENSIONS
ARE APPROXIMATE



PLAN VIEW

STAGGER JOINTS BETWEEN ADJACENT
ROWS OF BALES.

BOTTOM ELEVATION OF END BALE SHALL
BE EQUAL TO OR GREATER THAN TOP OF
LOWEST MIDDLE BALE.



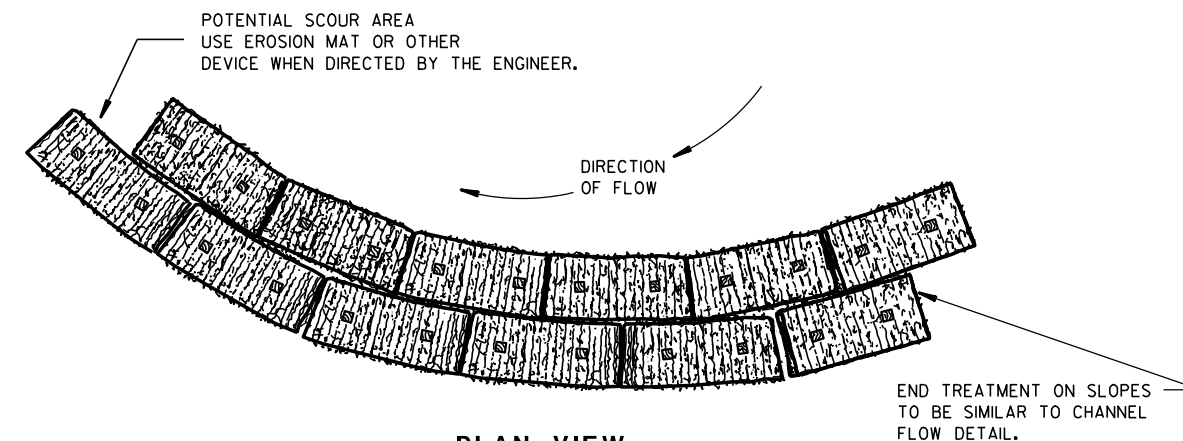
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

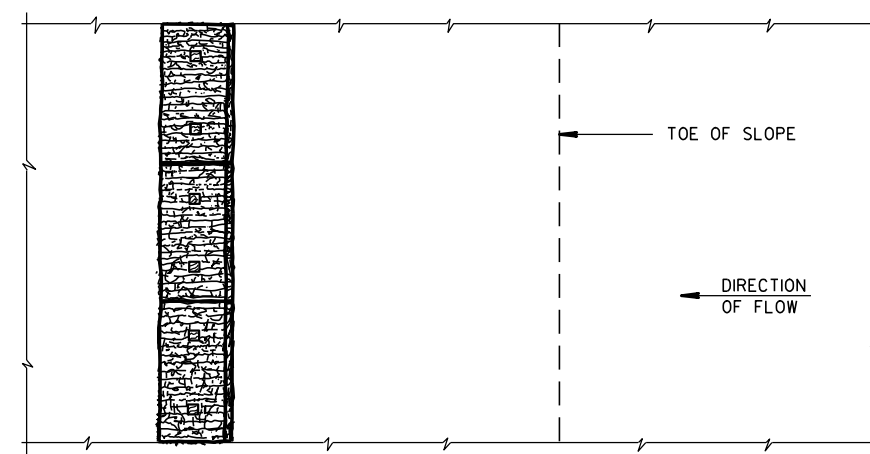
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

- ① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

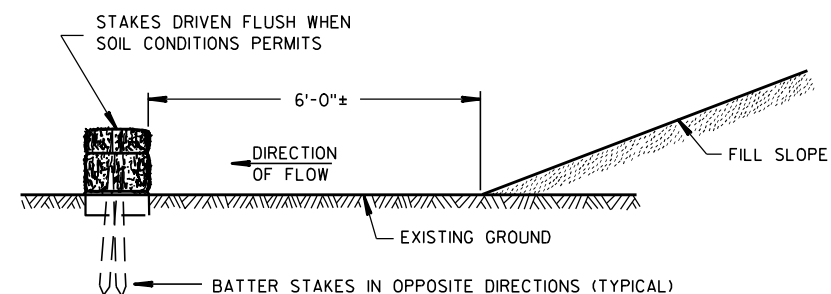


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF
EROSION BALES / TEMPORARY
DITCH CHECKS

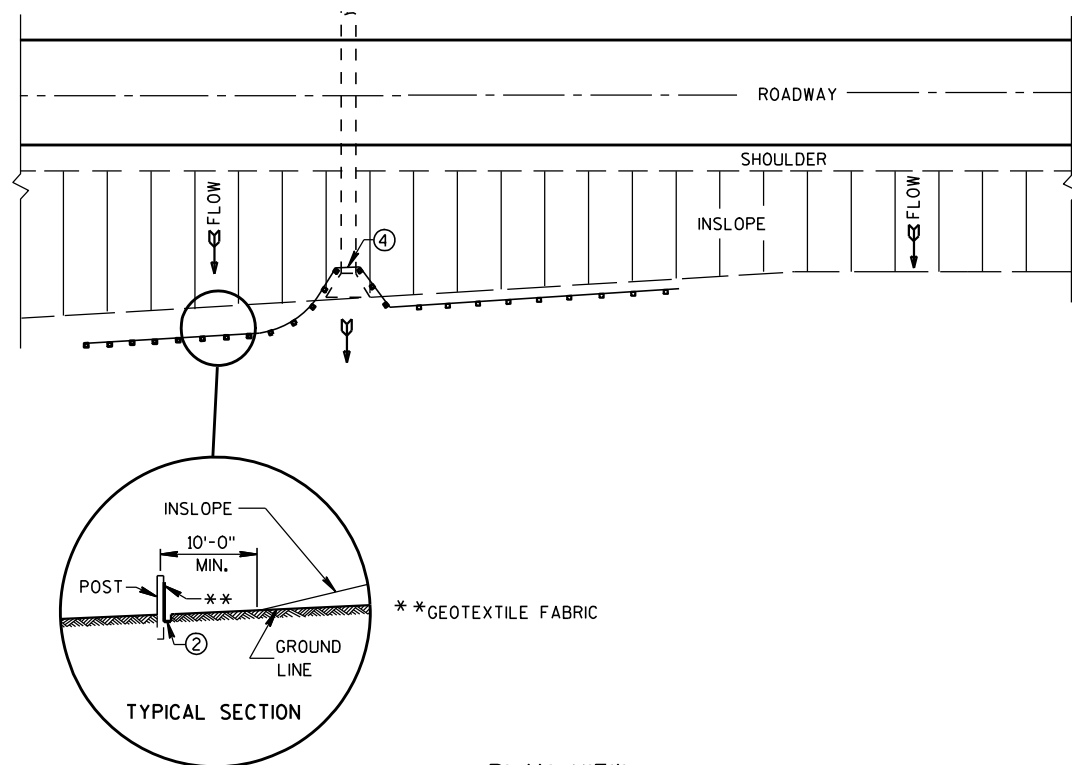
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02
DATE

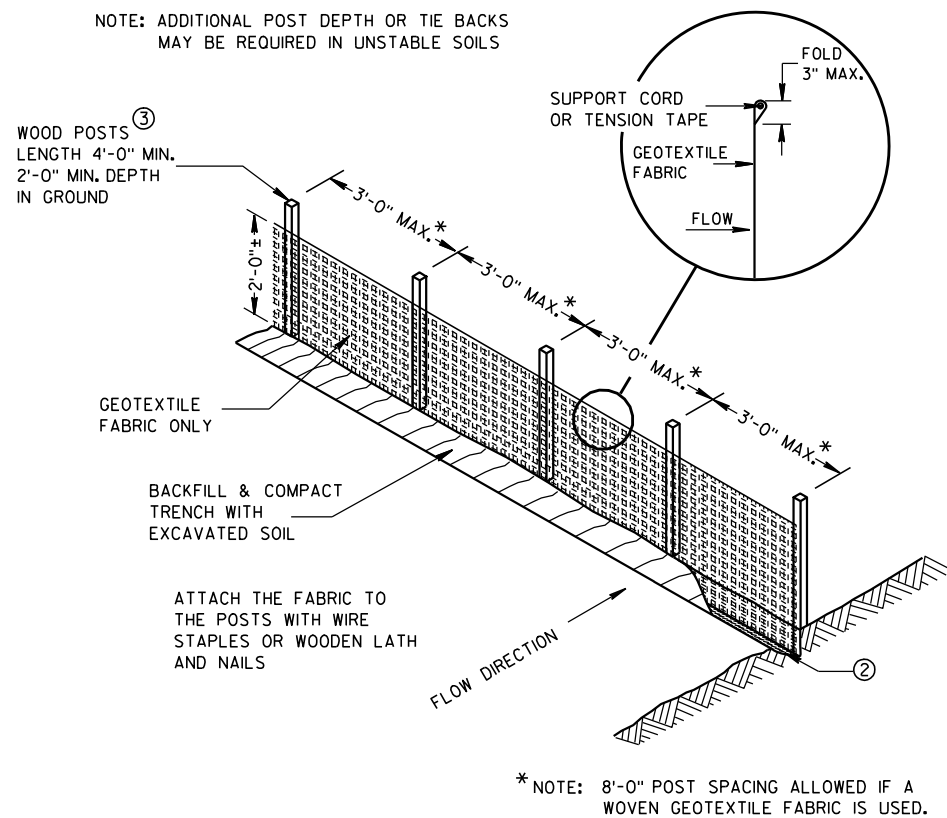
FHWA

/S/ Beth Canestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

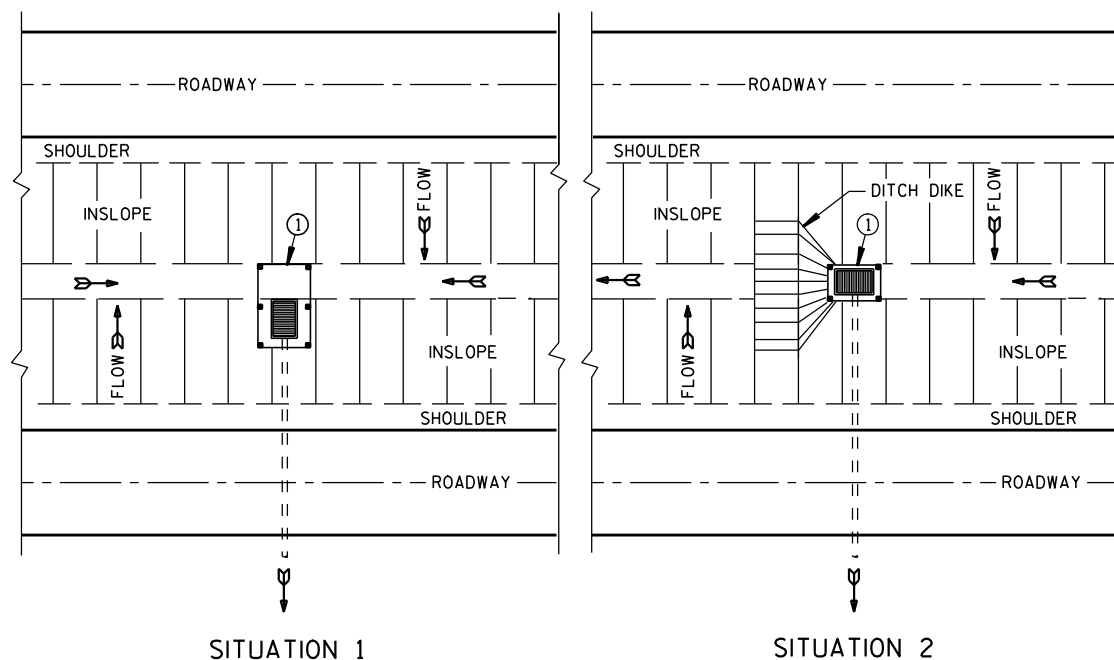


TYPICAL APPLICATION OF SILT FENCE

NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS

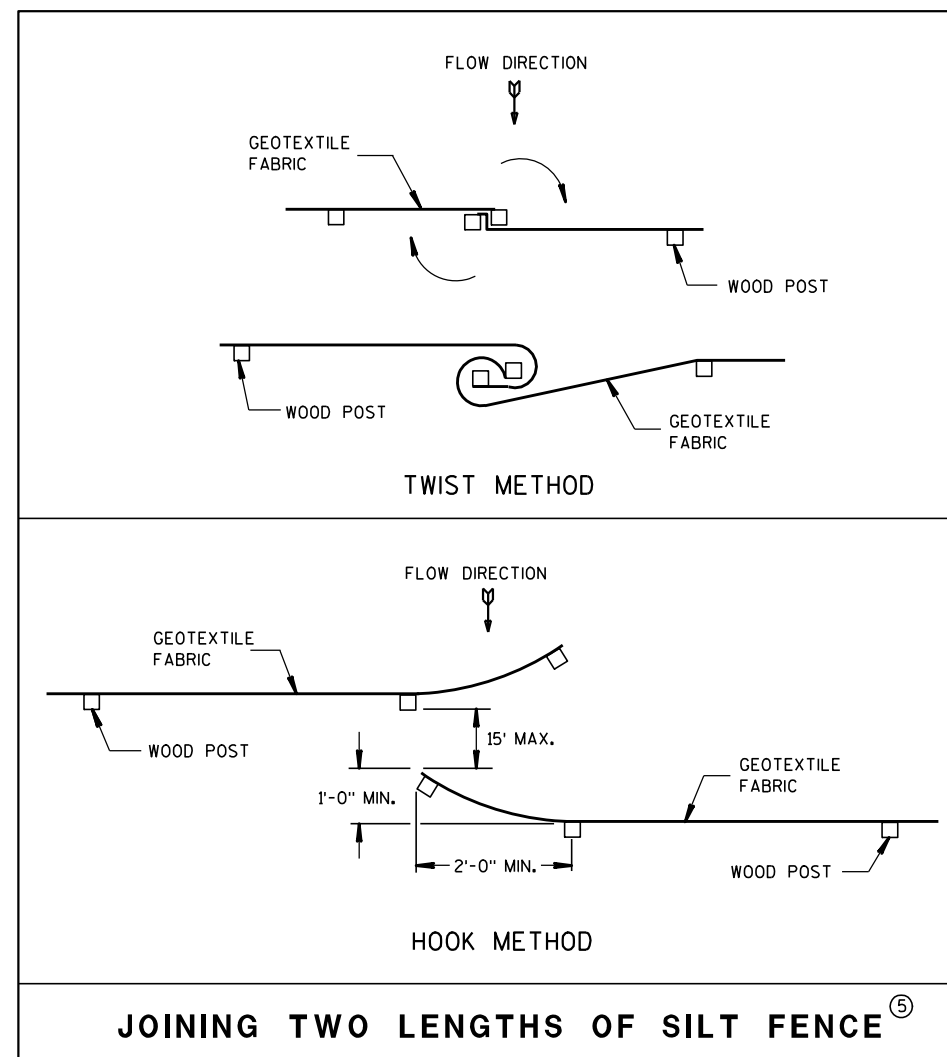


SILT FENCE



PLAN VIEW

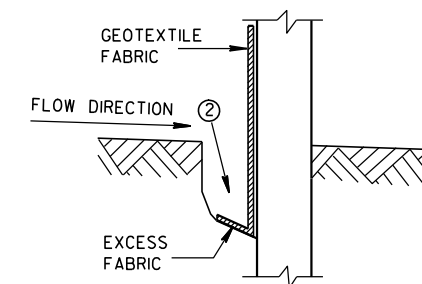
SILT FENCE AT MEDIAN SURFACE DRAINS



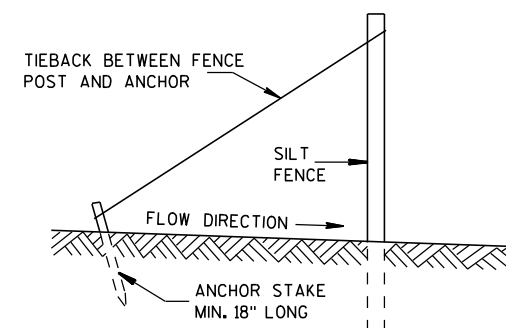
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1 1/8" X 1 1/8" OF OAK OR HICKORY.
- ④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- ⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



TRENCH DETAIL



SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

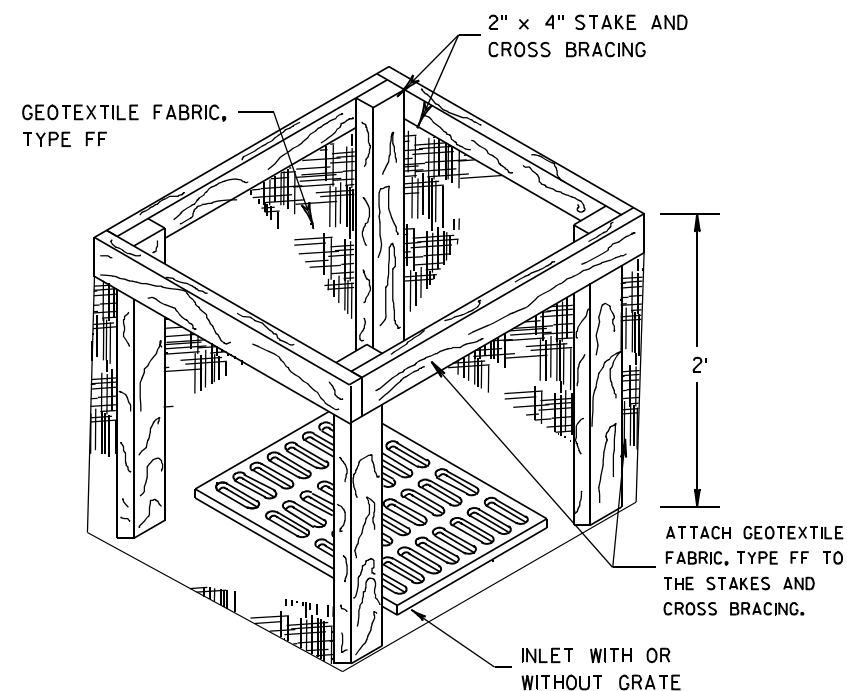
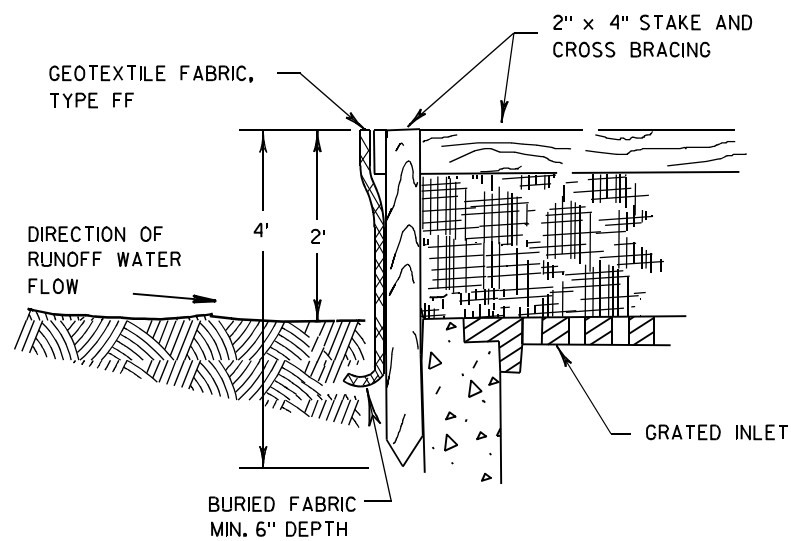
APPROVED

4-29-05

DATE

FHWA

/S/ Beth Canestra
CHIEF ROADWAY DEVELOPMENT ENGINEER



INLET PROTECTION, TYPE A

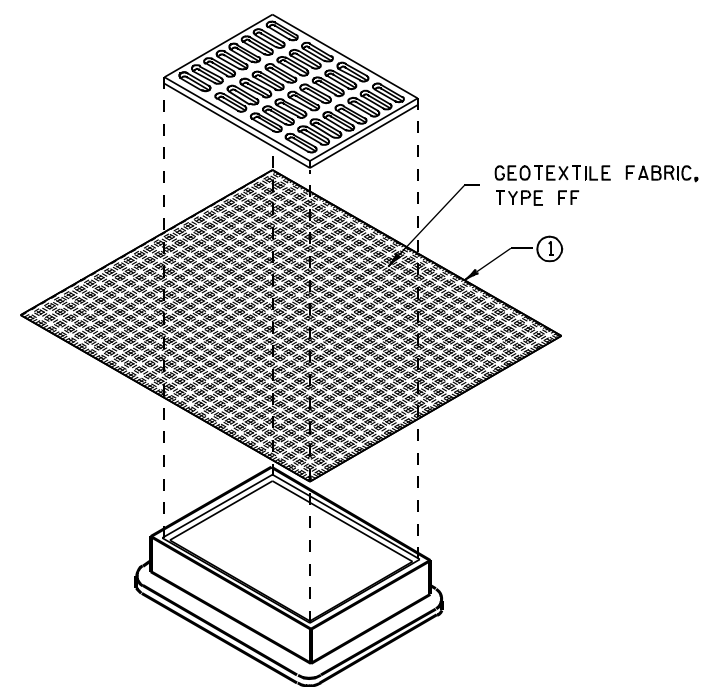
GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

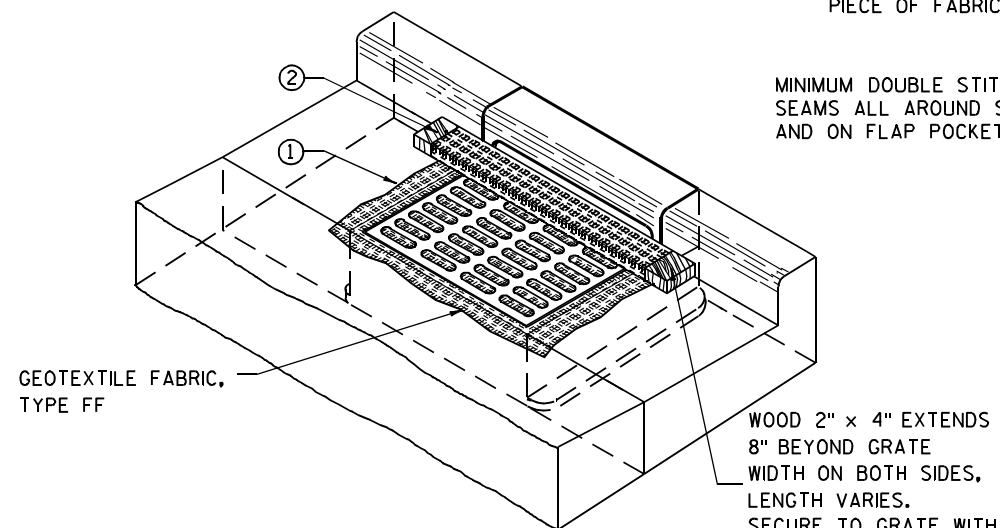
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- ① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
- ② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.
- ③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.



**INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)**

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

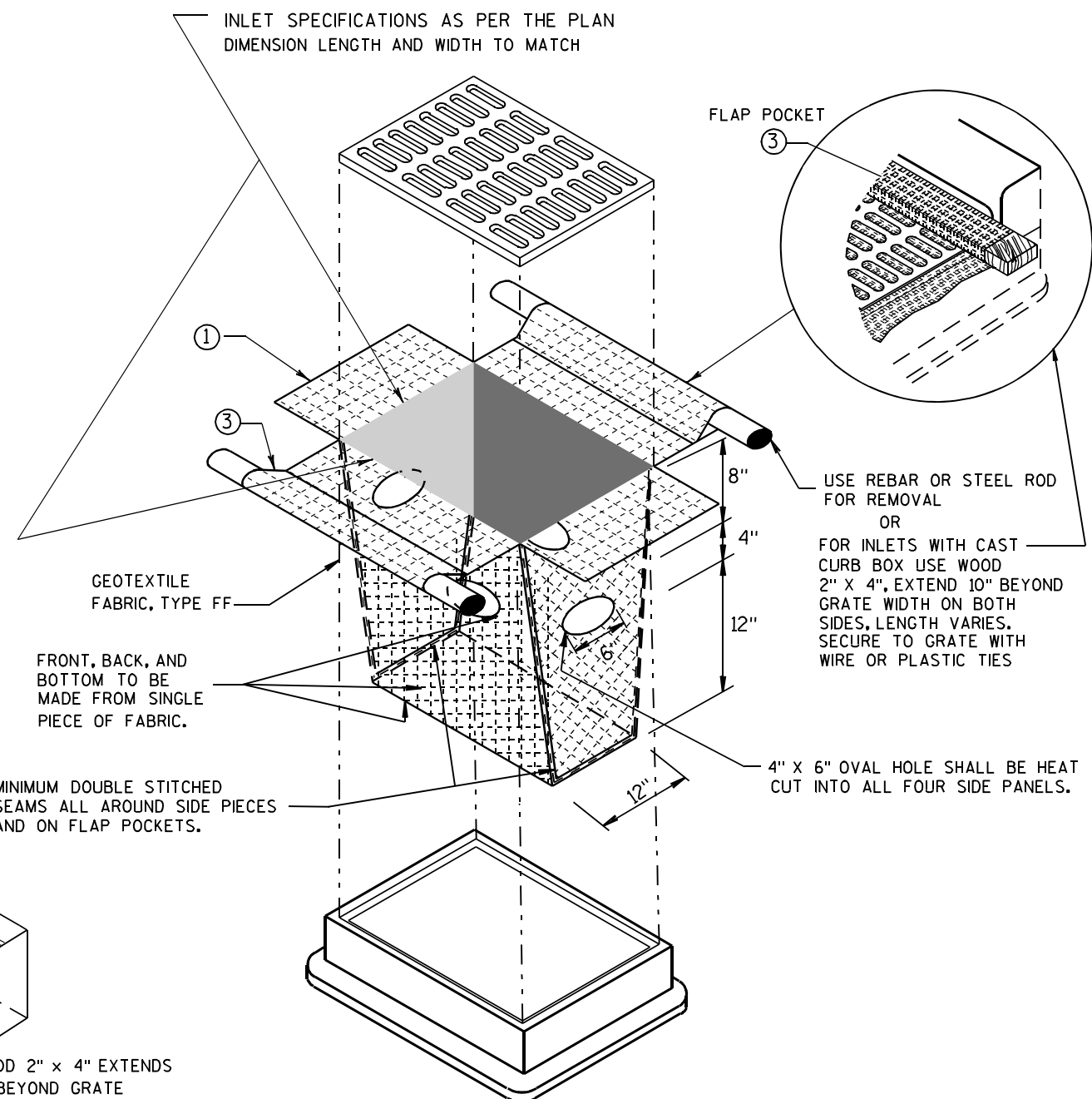
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.



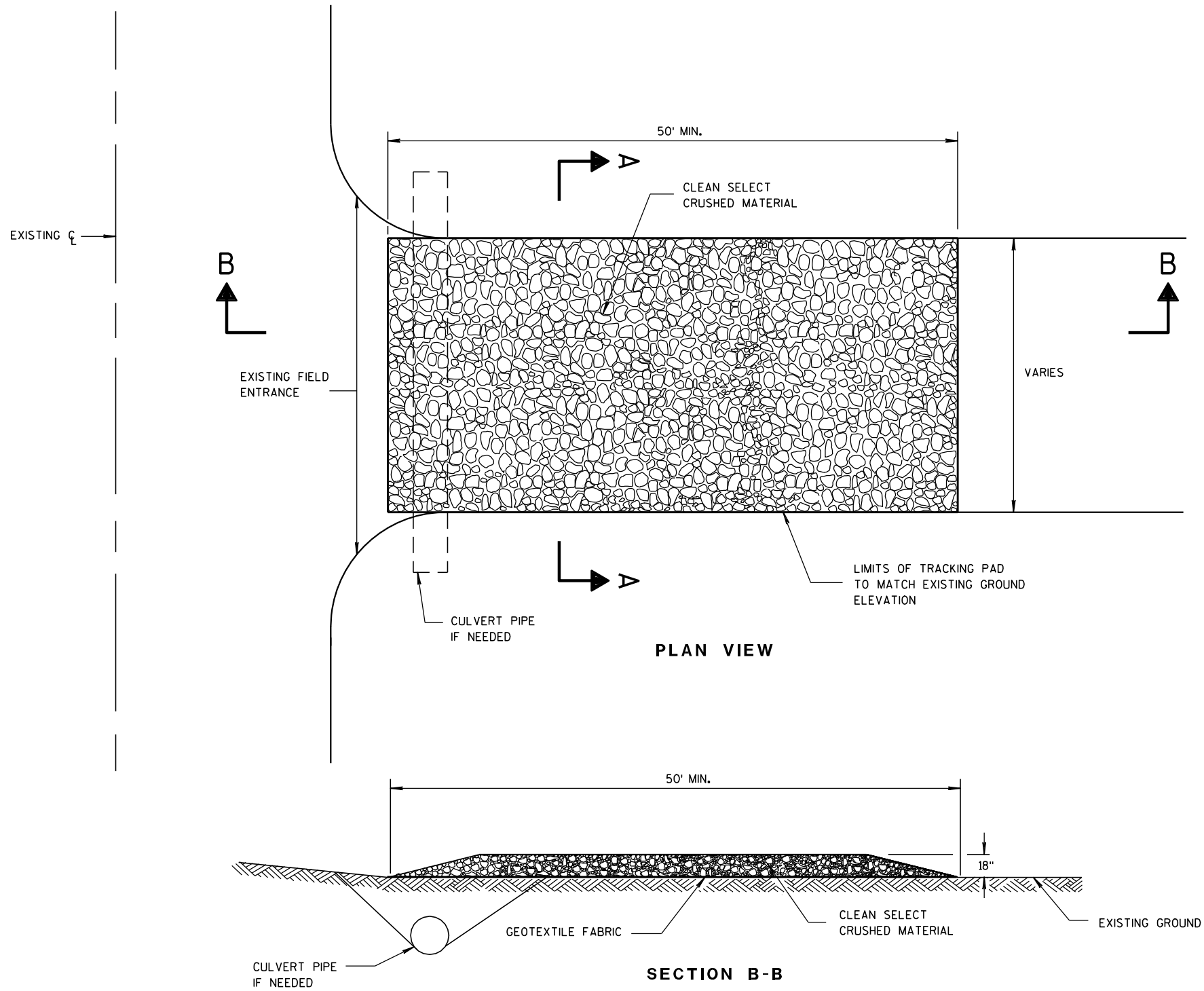
INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH OR WITHOUT A CURB BOX AS PER NOTE ②)

**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 /S/ Beth Cannestra
DATE
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER



TRACKING PAD

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

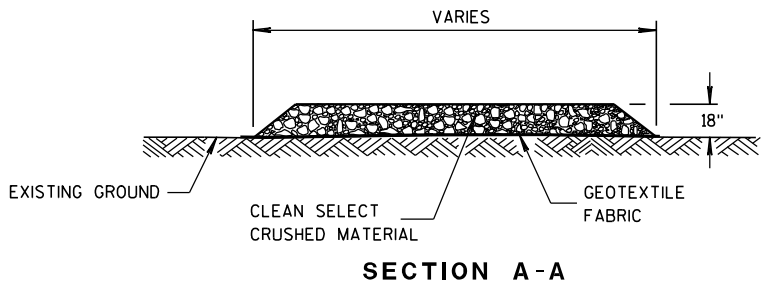
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

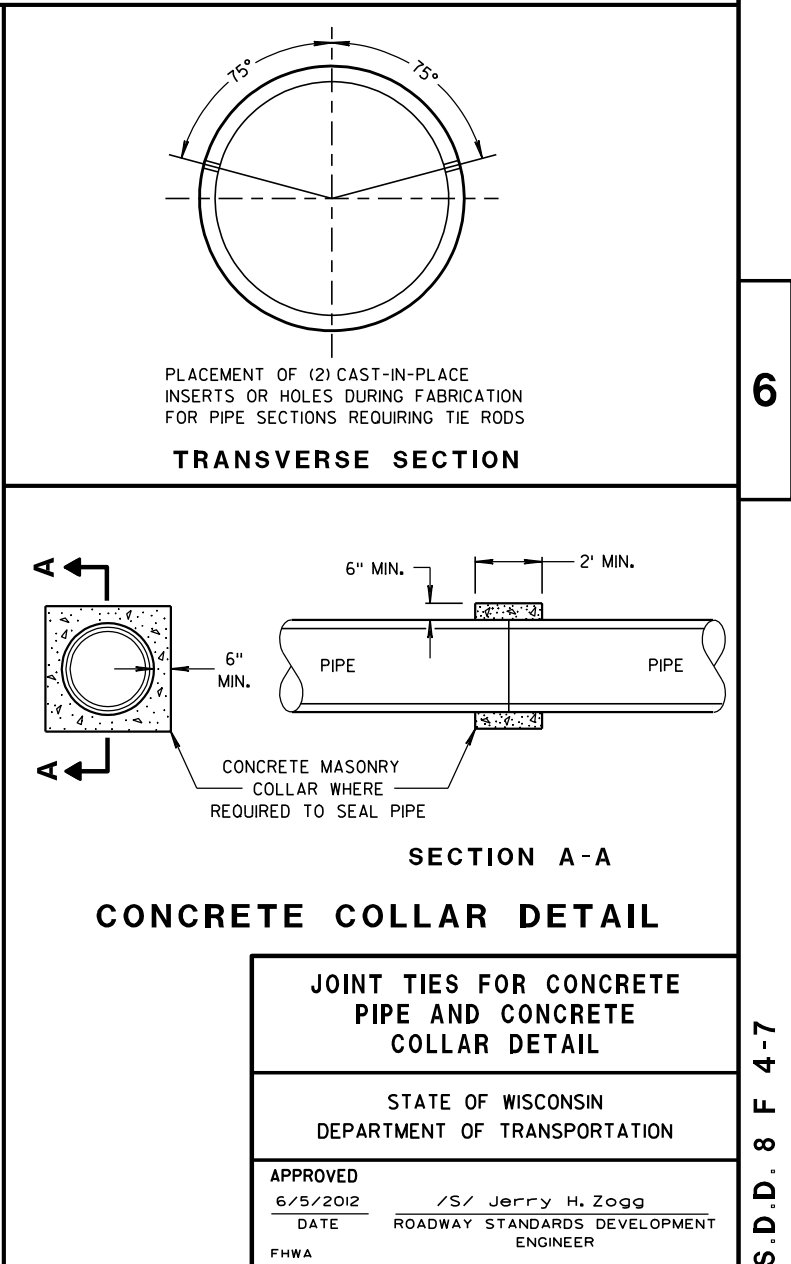
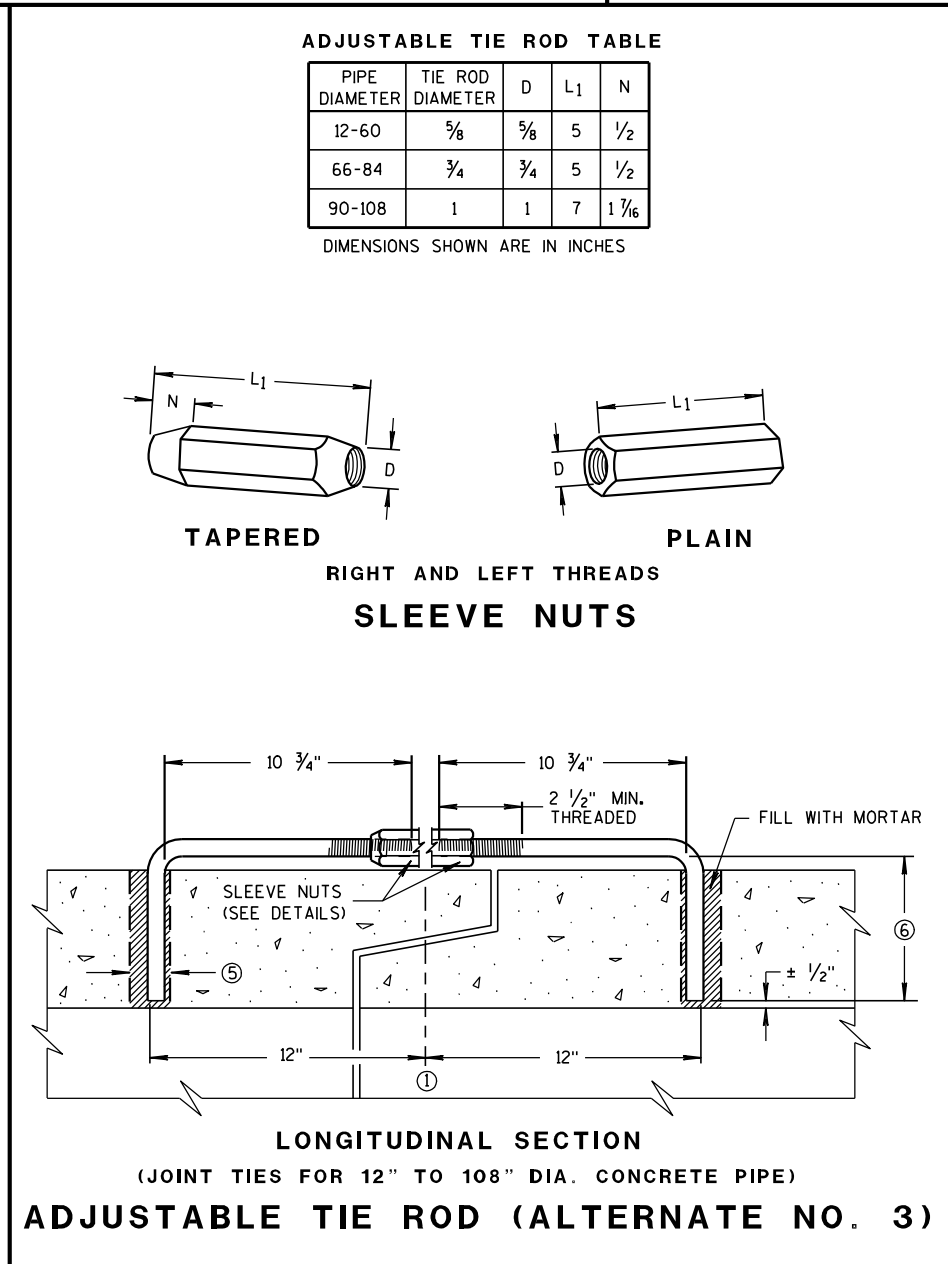
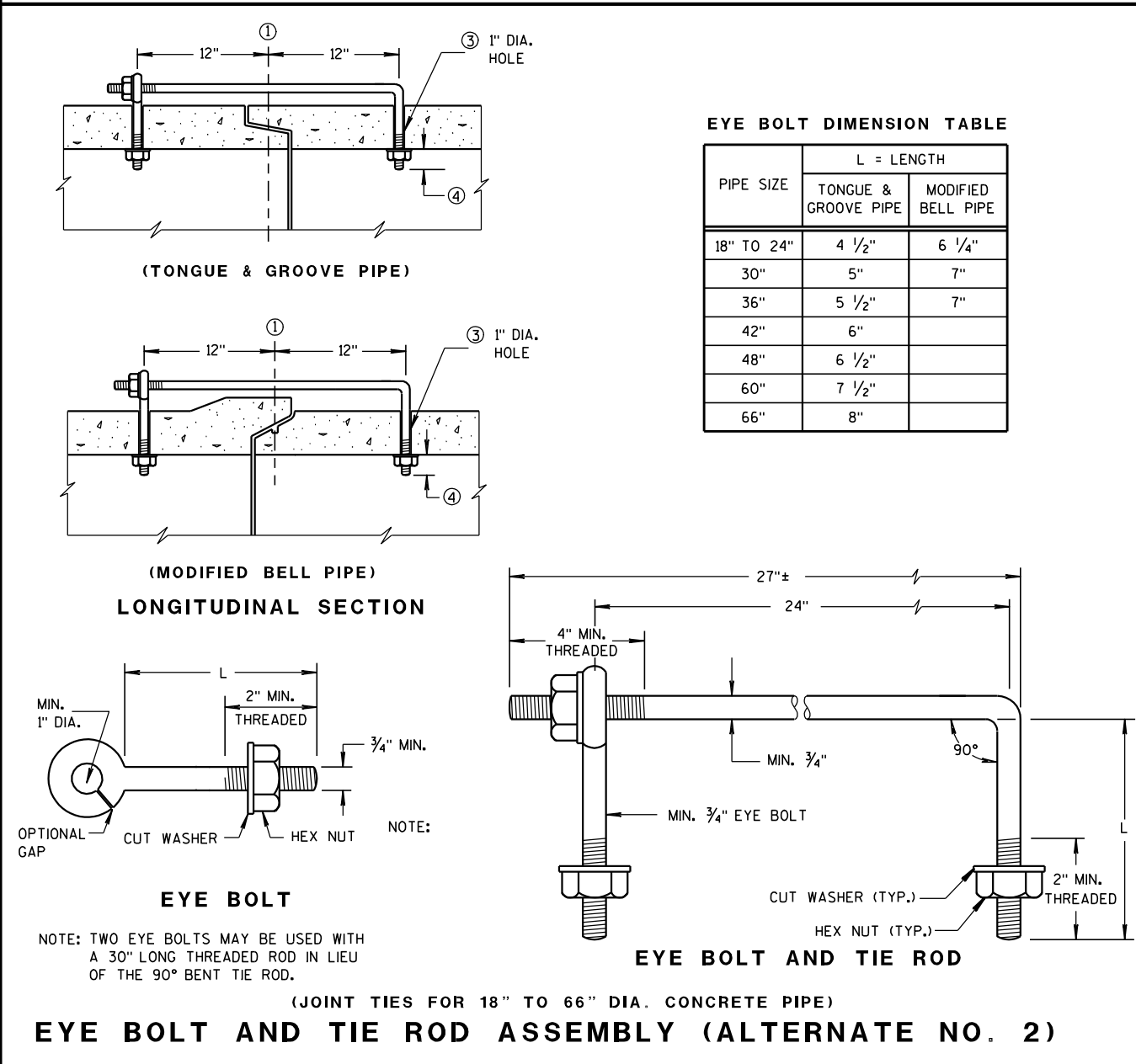
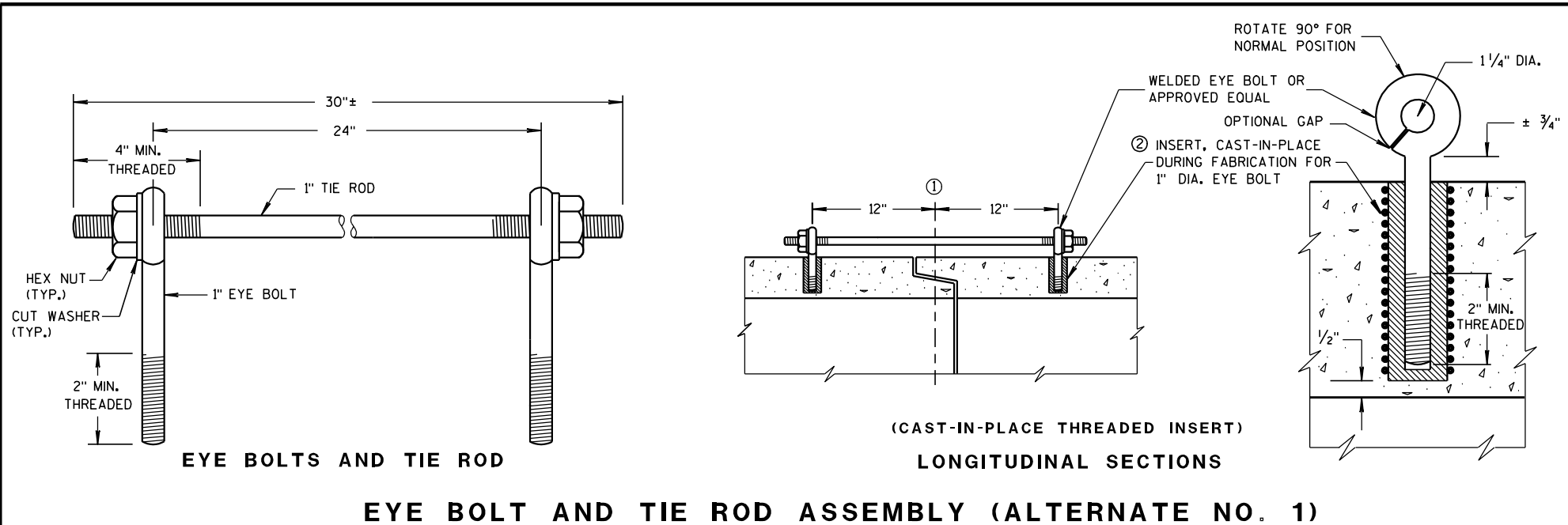
THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.

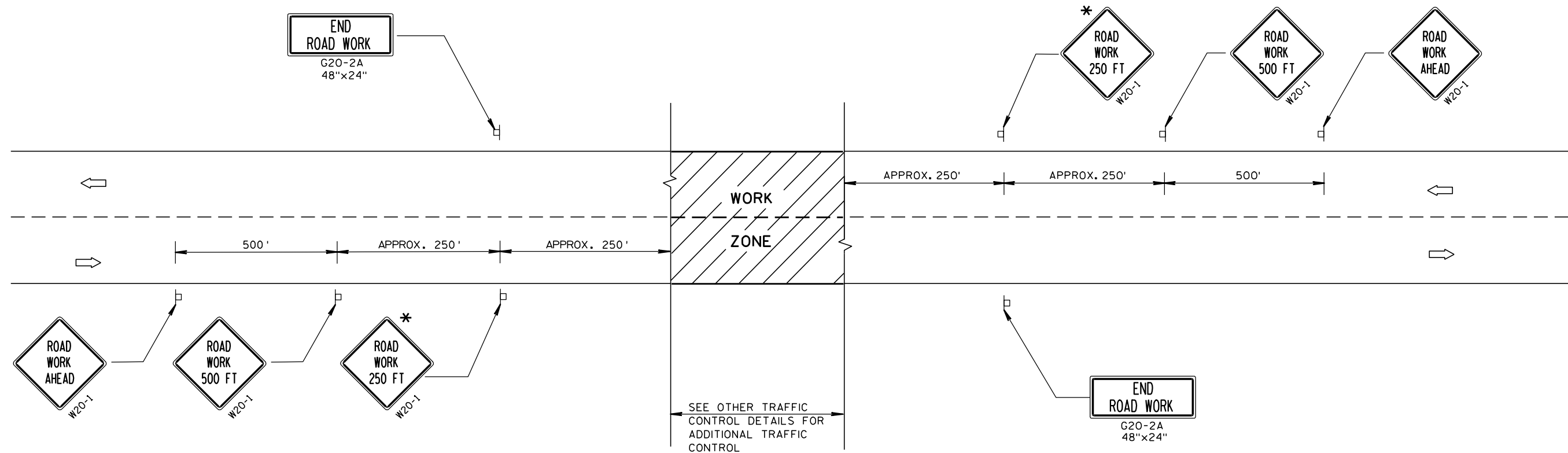


TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA





TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

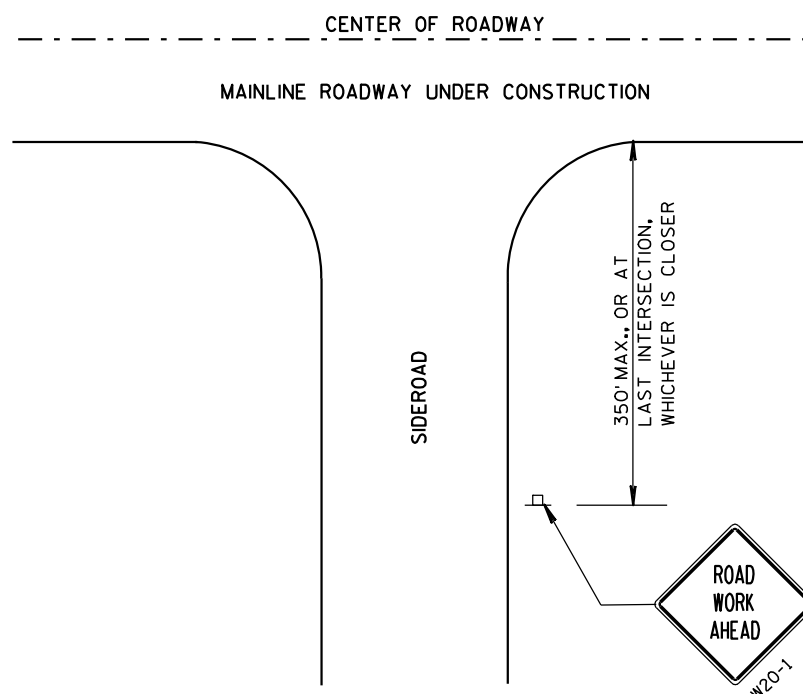
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS, IF APPROVED BY DISTRICT TRAFFIC UNIT.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

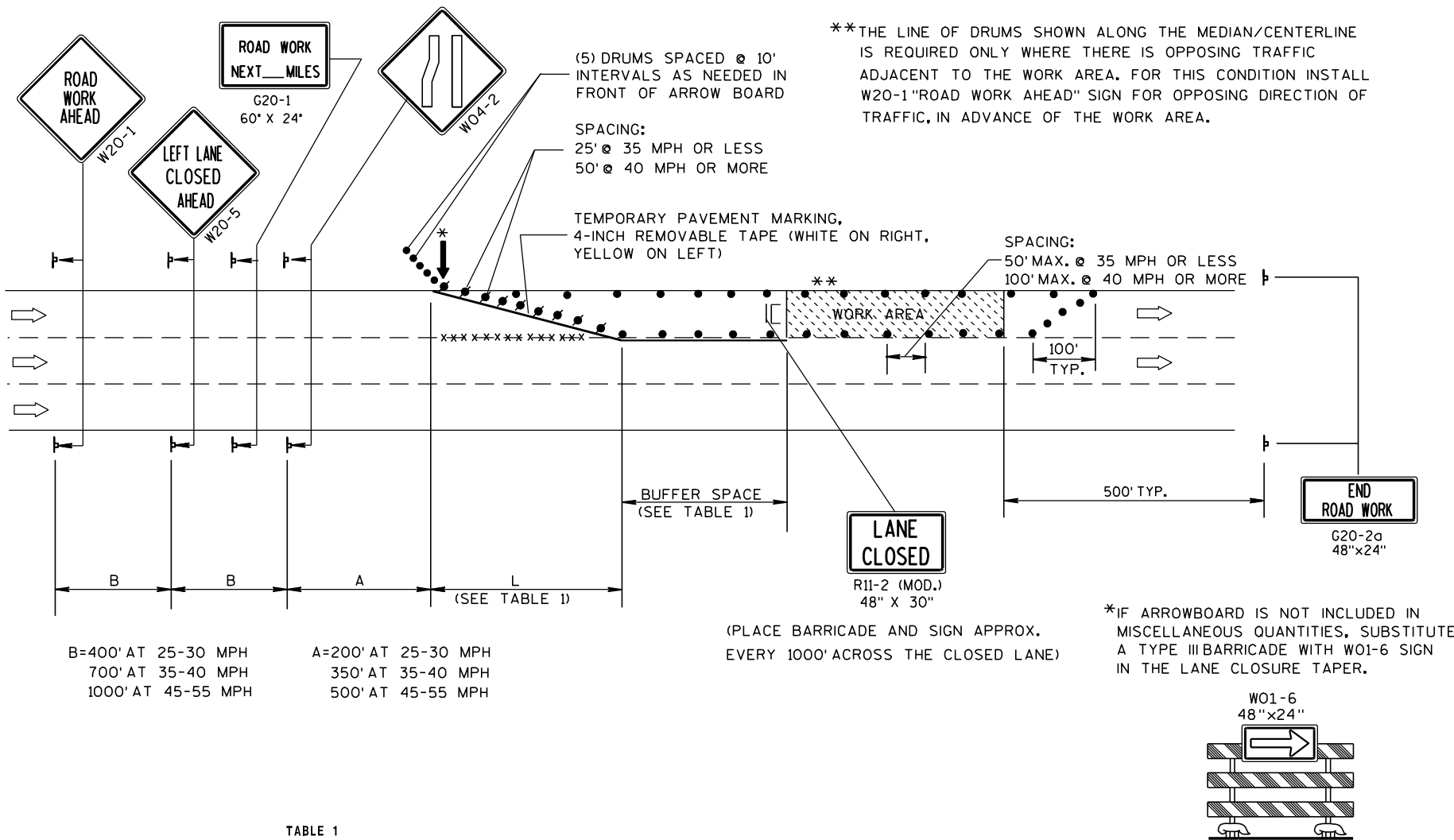
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



LEGEND

- POST MOUNTED SIGN
- ➡ DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 5/23/00 DATE	/S/ Chester J. Spang CHIEF SIGNS AND MARKING ENGINEER
FHWA	



GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 7 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

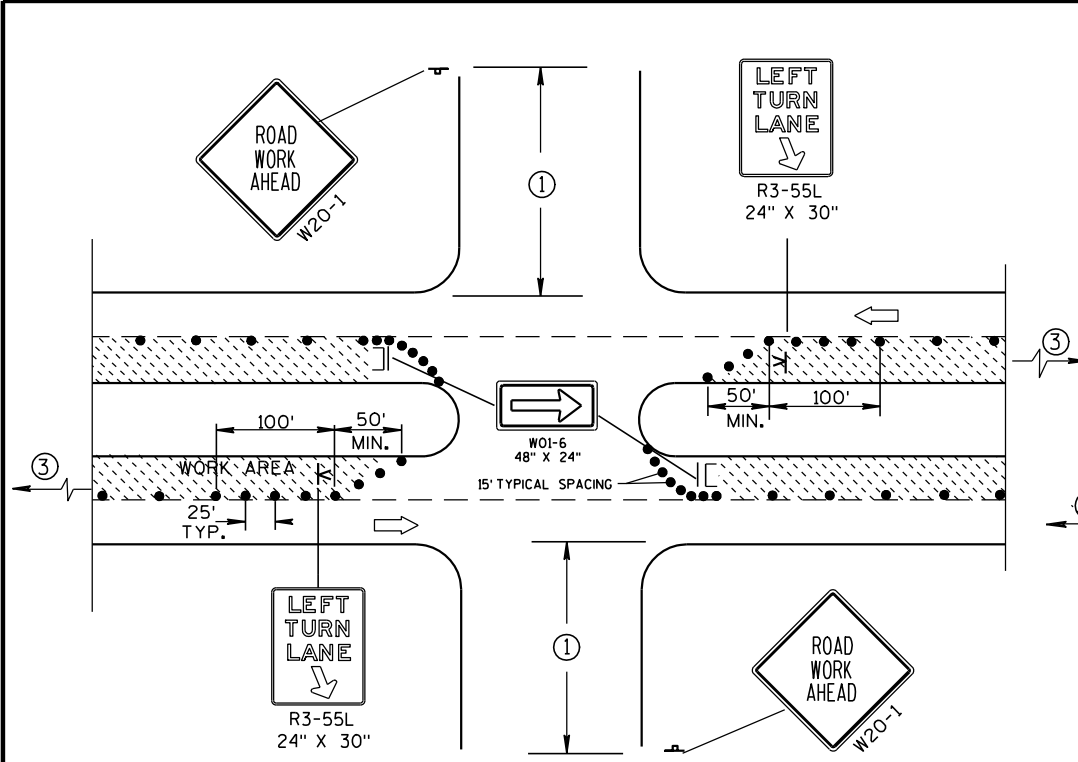
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

TRAFFIC CONTROL,
SINGLE LANE CLOSURE,
NON-FREEWAY/EXPRESSWAY

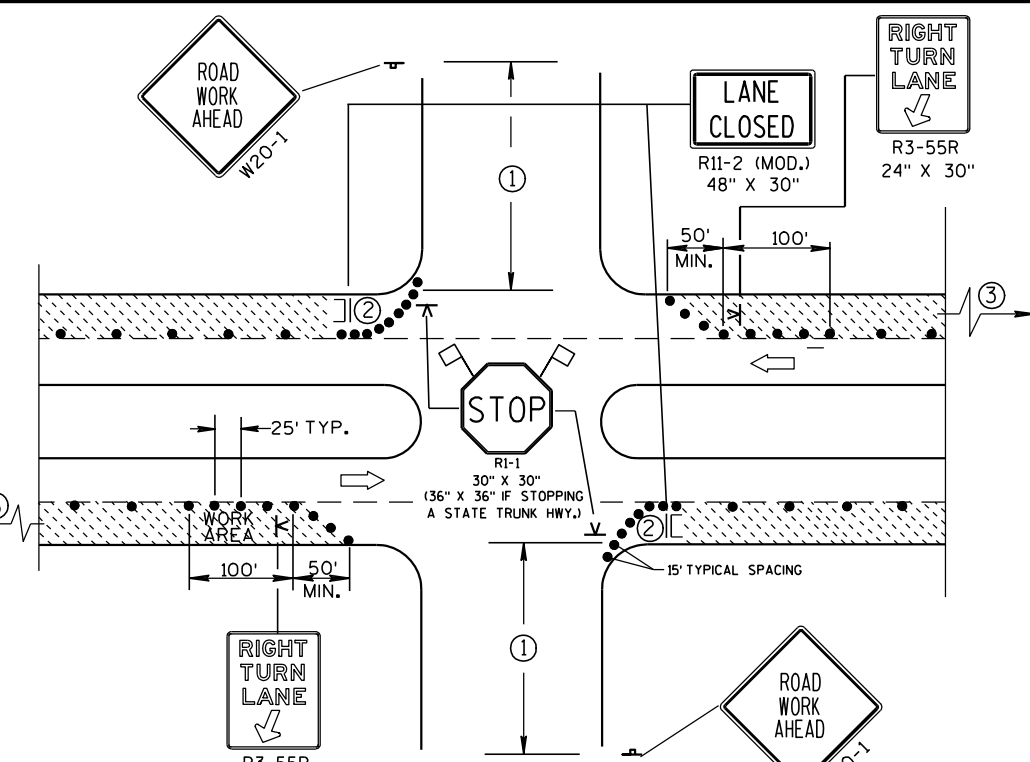
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00 /S/ Chester J. Spang
DATE CHIEF SIGNS AND MARKING ENGINEER
FHWA



DETAIL A
FOR LEFT LANE CLOSURE AT
INTERSECTION OR MEDIAN OPENING

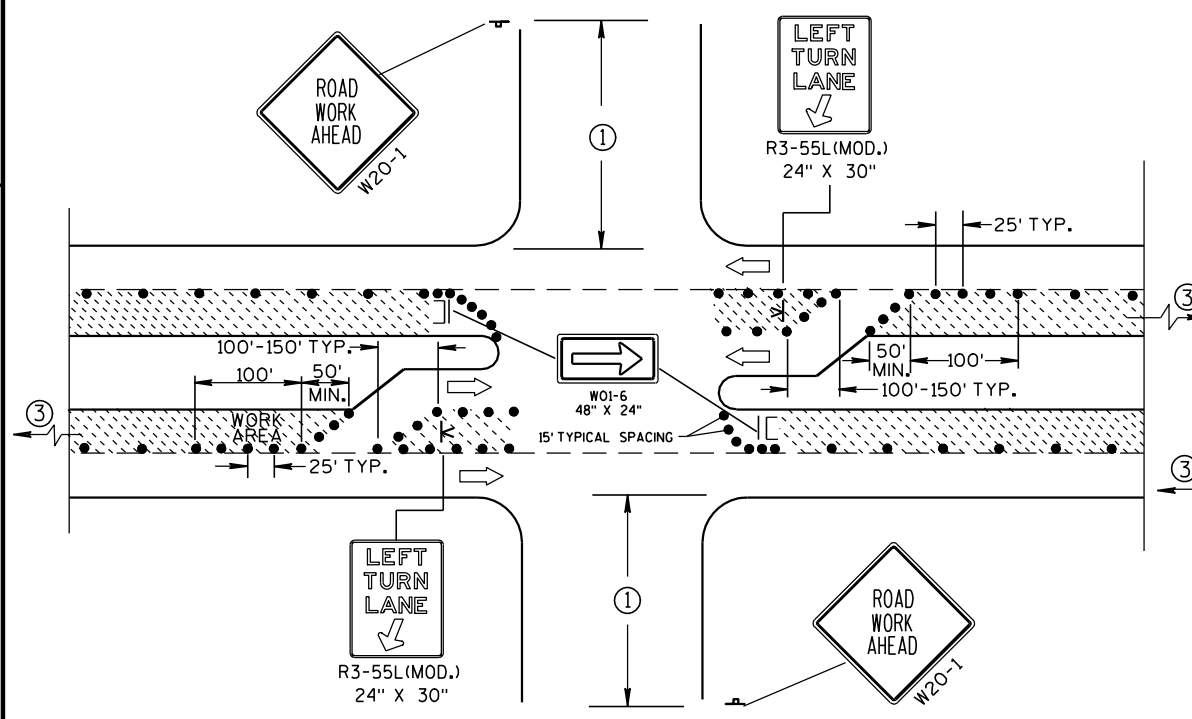
PROVIDE TURN LANES AT
INTERSECTIONS WHENEVER
STAGING OF WORK ALLOWS.
TAPER AND TURN LANE
LENGTHS BASED ON FIELD
CONDITIONS AS APPROVED
BY THE ENGINEER.



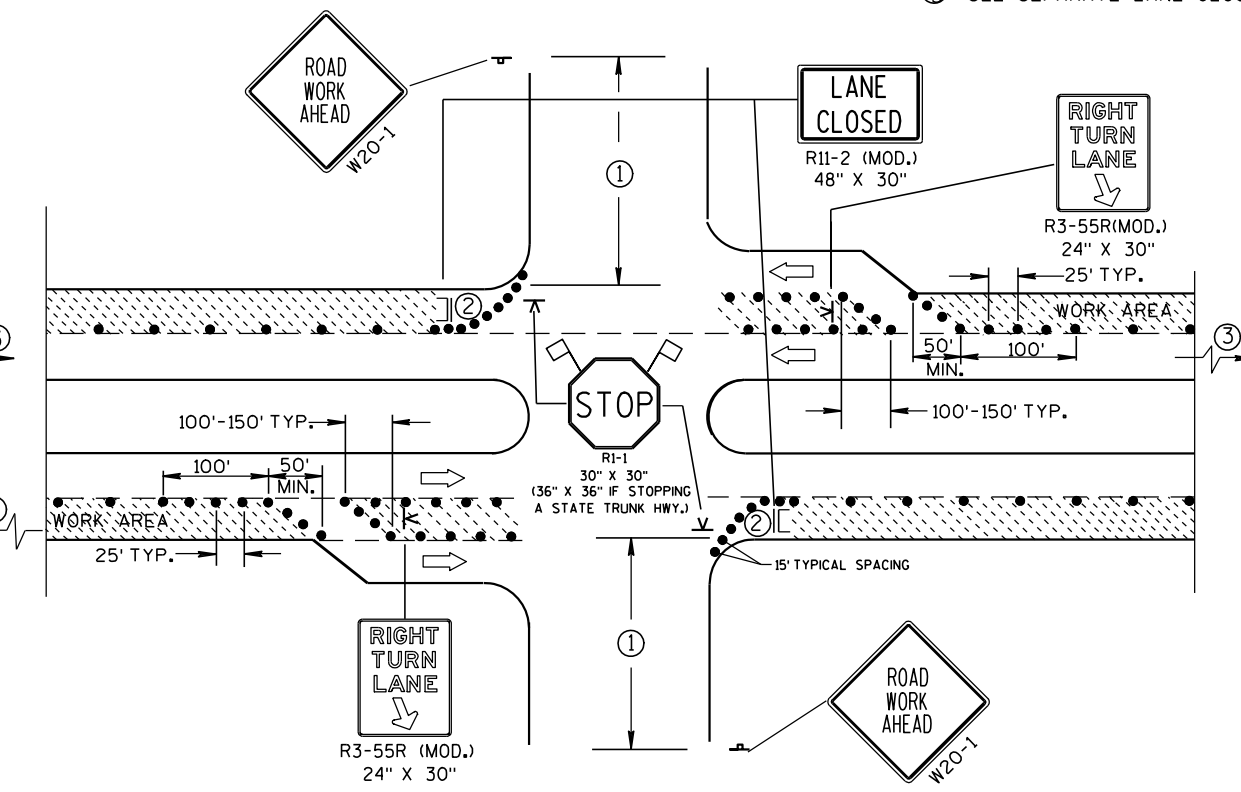
DETAIL B
FOR RIGHT LANE CLOSURE
AT INTERSECTION

GENERAL NOTES

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.
- ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.
- SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.
- ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.
- BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.
- ① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.
 - ② ALSO USE BARRICADE AND 15' TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.
 - ③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C
FOR LEFT LANE CLOSURE AT INTERSECTION OR
MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D
FOR RIGHT LANE CLOSURE AT INTERSECTION
(WITH RIGHT TURN BAY OPEN)

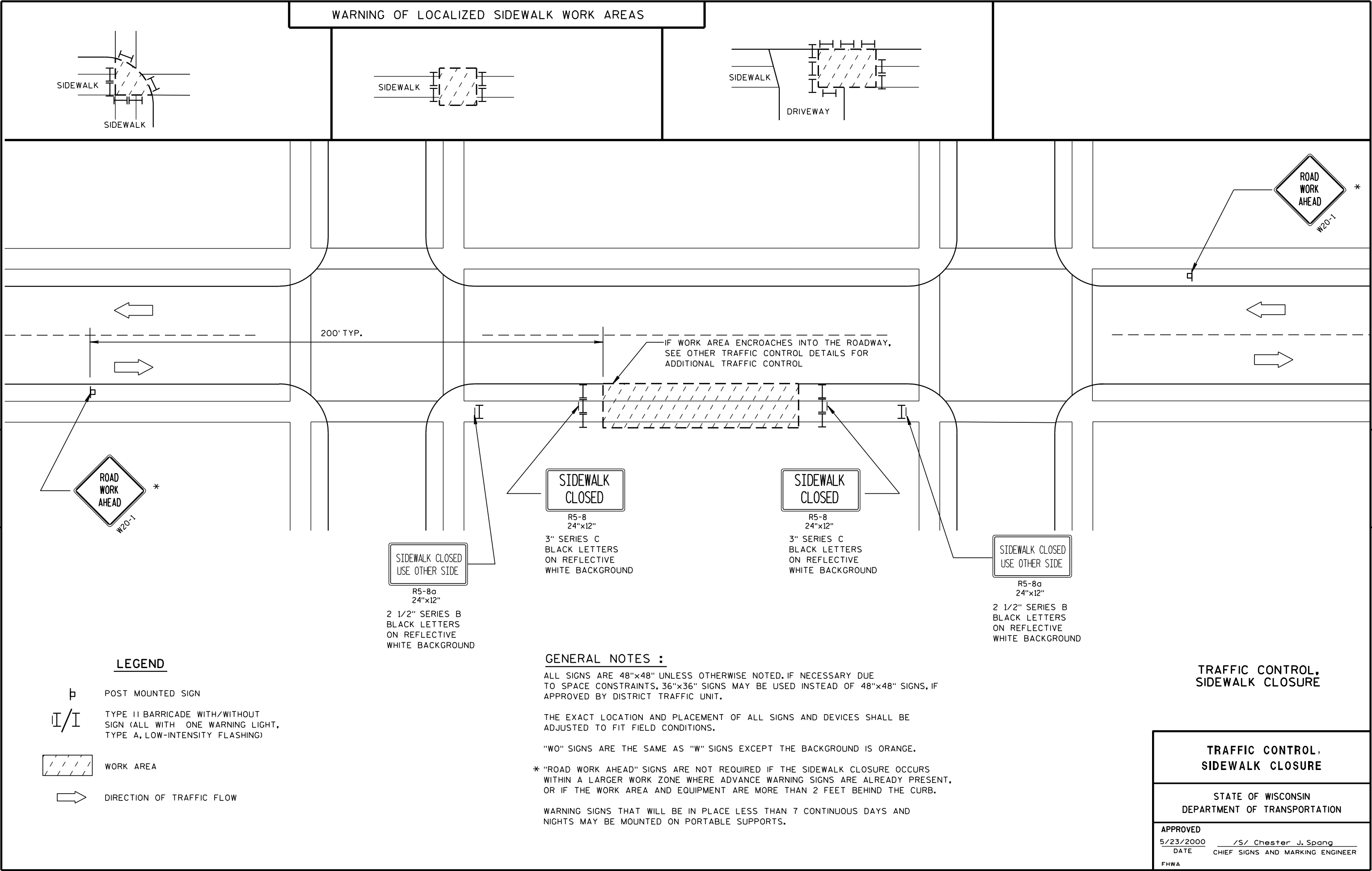
LEGEND

- DRUM
- ⌞ POST MOUNTED SIGN
- K SIGN ON PORTABLE SUPPORT (5' MIN. MOUNTING HEIGHT)
- || TYPE III BARRICADE (8' EQUIVALENT) AND WARNING LIGHT, TYPE A (FLASHING) WITH SIGN
- ➡ DIRECTION OF TRAFFIC FLOW
- 🚩 FLAGS, 16" X 16" MIN., ORANGE

TRAFFIC CONTROL,
INTERSECTION WITHIN
SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

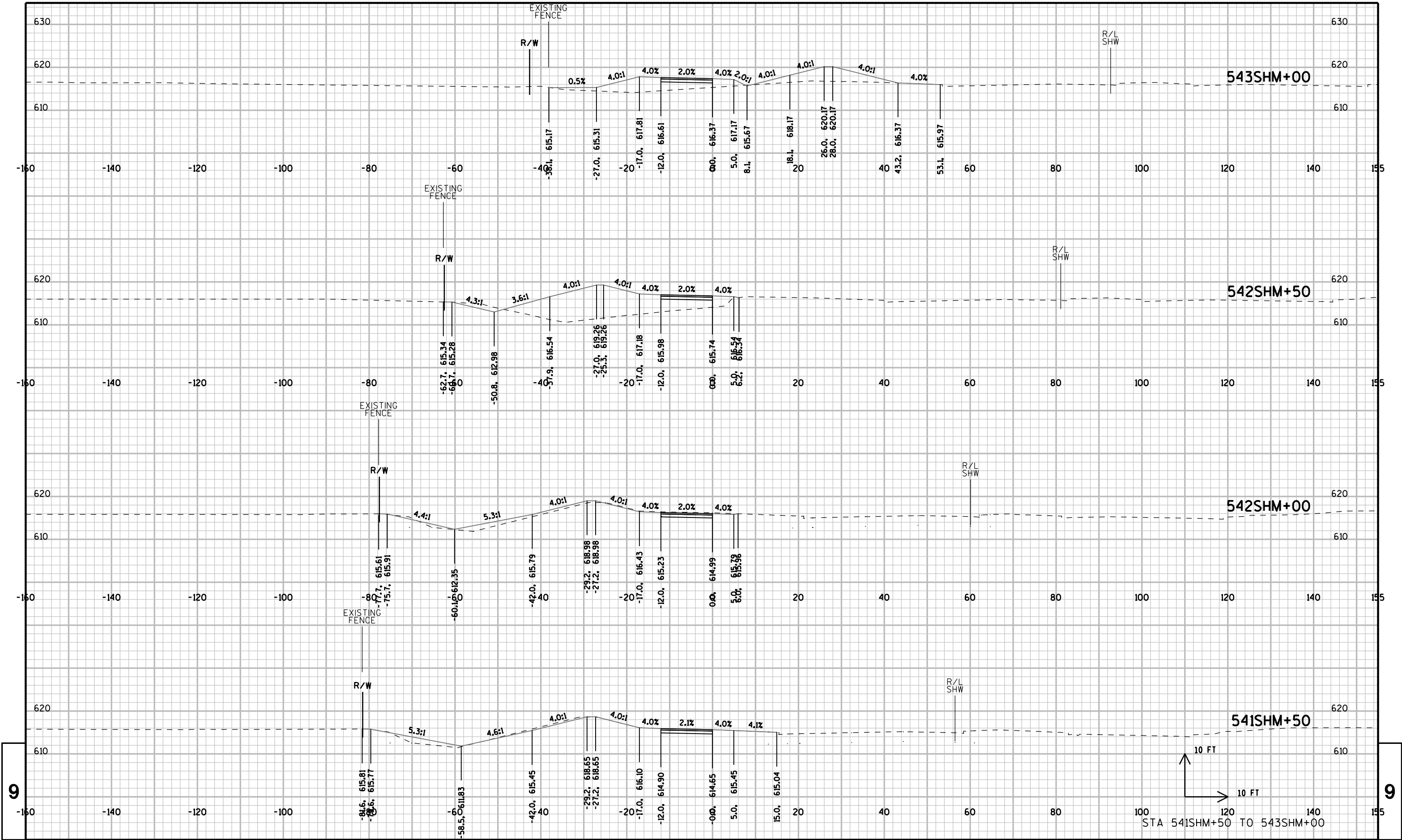
APPROVED
5/23/00 /S/ Chester J. Spang
DATE CHIEF SIGNS AND MARKING ENGINEER
FHWA



SHAWANO AVE MULTI-USE PATH

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)		Mass Ordinate
		Cut	Salvaged/ Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	EBS Note 4	Cut 1.00 Note 1	Expanded Fill 1.15	
		18.9	0.00	14.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00
542SHM+00.00	49.55	18.93	0.00	26.68	34.71	0.00	38.05	0.00	34.71	43.76	- 9.05
542SHM+50.00	50.00	8.82	0.00	227.9	25.69	0.00	235.72	0.00	60.41	314.84	- 254.43
543SHM+00.00	50.00	0.09	0.00	135.21	8.25	0.00	336.21	0.00	68.66	701.49	- 632.83
543SHM+50.00	50.00	2.64	0.00	116.86	2.53	0.00	233.40	0.00	71.18	969.89	- 898.71
544SHM+00.00	50.00	13.22	0.00	94.73	14.69	0.00	195.92	0.00	85.87	1195.20	- 1109.33
544SHM+50.00	50.00	31.02	0.00	55.44	40.96	0.00	139.05	0.00	126.83	1355.10	- 1228.27
545SHM+00.00	50.00	70.26	0.00	12.11	93.78	0.00	62.55	0.00	220.61	1427.03	- 1206.42
545SHM+50.00	29.28	73.03	0.00	5.34	77.70	0.00	9.46	0.00	298.31	1437.91	- 1139.60
546SHM+00.00	20.72	38.94	0.00	4.58	42.96	0.00	3.81	0.00	341.27	1442.29	- 1101.02
546SHM+01.50	16.71	6.04	0.00	26.65	13.92	0.00	9.66	0.00	355.19	1453.40	- 1098.21
546SHM+21.00	33.29	24.54	0.00	0	18.85	0.00	16.43	0.00	355.19	1472.29	- 1117.11
546SHM+50.00	50.00	29.71	0.00	0	50.23	0.00	0.00	0.00	405.42	1442.29	- 1036.87
547SHM+00.00	50.00	1.37	0.00	33.67	28.78	0.00	31.18	0.00	434.20	1478.14	- 1043.94
547SHM+50.00	50.00	2.28	0.00	41.42	3.38	0.00	69.53	0.00	437.58	1558.10	- 1120.52
548SHM+00.00	50.00	0	0.00	72.64	2.11	0.00	105.61	0.00	439.69	1679.55	- 1239.86
548SHM+50.00	50.00	0	0.00	58.93	0.00	0.00	121.82	0.00	439.69	1819.65	- 1379.96
549SHM+00.00	50.00	0	0.00	18.24	0.00	0.00	71.45	0.00	439.69	1901.82	- 1462.13
549SHM+50.00	50.00	11.36	0.00	0.96	10.52	0.00	17.78	0.00	450.21	1922.26	- 1472.06
549SHM+75.37	25.37	7.48	0.00	0.04	8.85	0.00	0.47	0.00	459.06	1922.80	- 1463.75
					477.91	0.00	1698.10	0.00			

Notes:	
1 - Cut	Cut includes Salvaged/Unusable Pavement material
2 - Salvaged/Unusable Pavement Material	This does not show up in cross sections
3 - Fill	Does not include Unusable Pavement Exc volume
4 - EBS	EBS not to be reused as fill material, not included in Mass Ordinate
5 - Expanded EBS Backfill	Will be backfilled with Borrow or adequate Cut material
6 - Mass Ordinate	If EBS to be backfilled with Cut or Borrow (Using Cumulative Volumes): [Cut-Expanded Fill-Expanded EBS Backfill-Salvaged/Unusable Pavement]



PROJECT NO: 9202-08-77

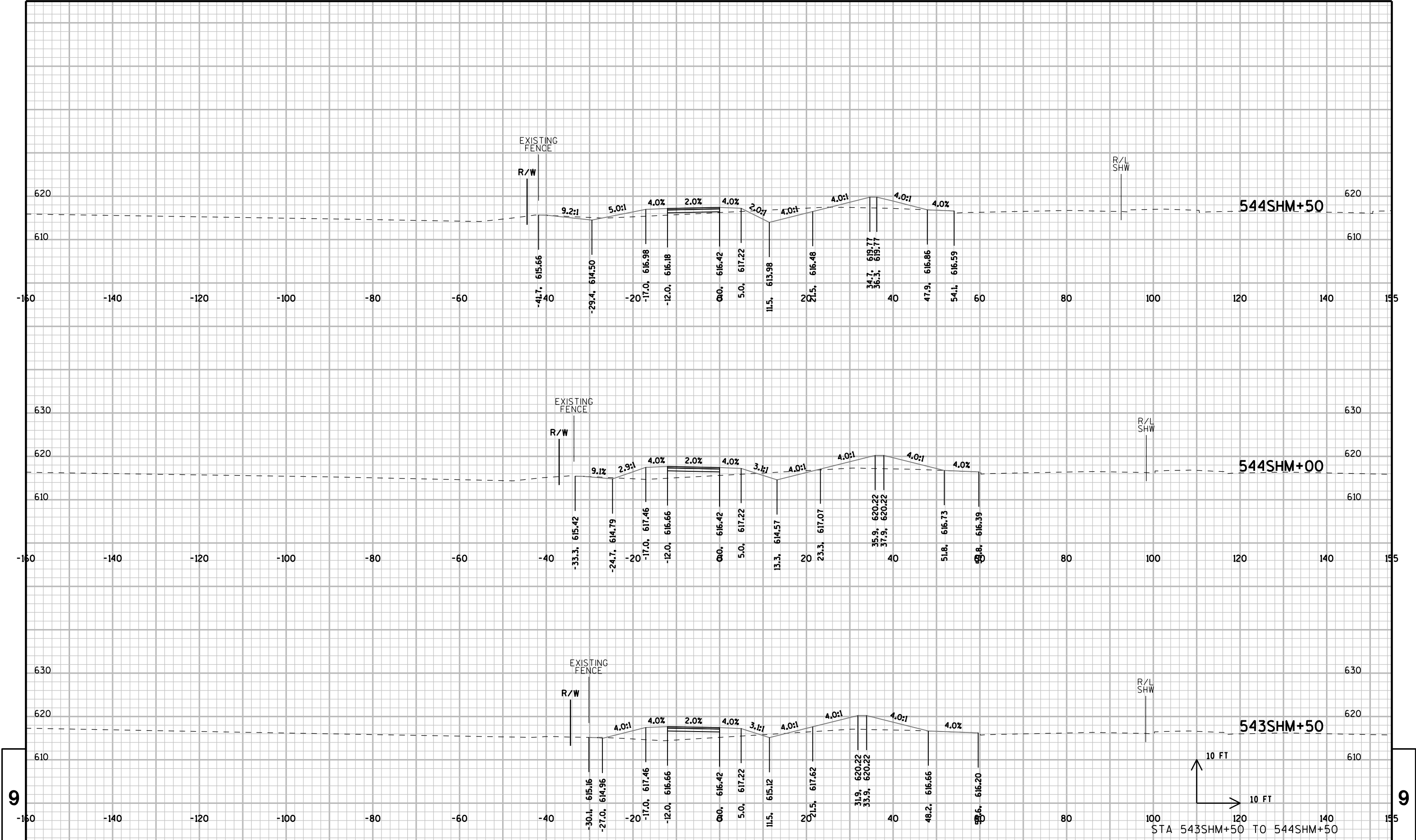
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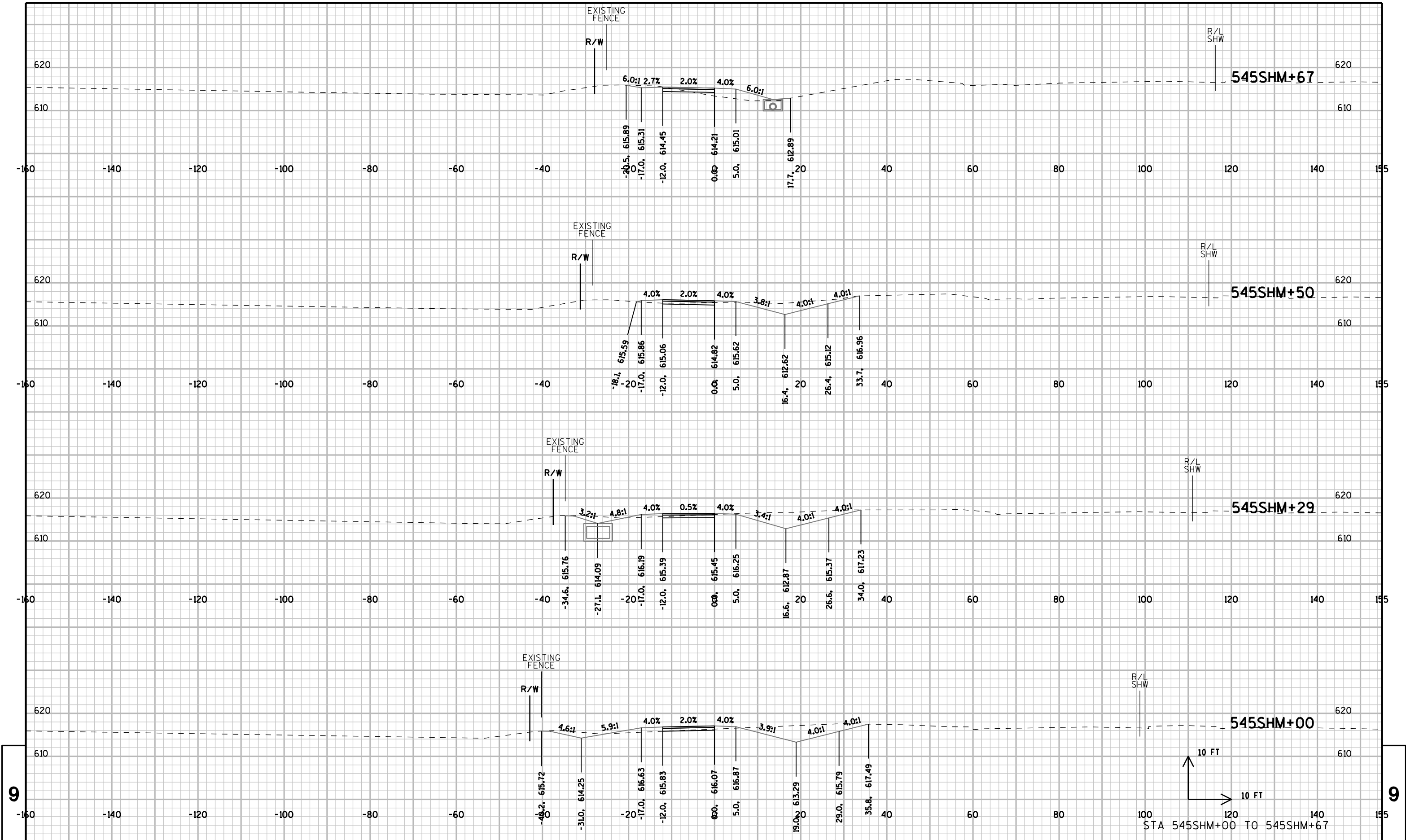
COUNTY: BROWN

CROSS SECTIONS: SHAWANO AVE MULTI-MODAL PATH

SHEET

E





PROJECT NO: 9202-08-77

HWY: STH 29

COUNTY: BROWN

CROSS SECTIONS: SHAWANO AVE MULTI-MODAL PATH

SHEET

E

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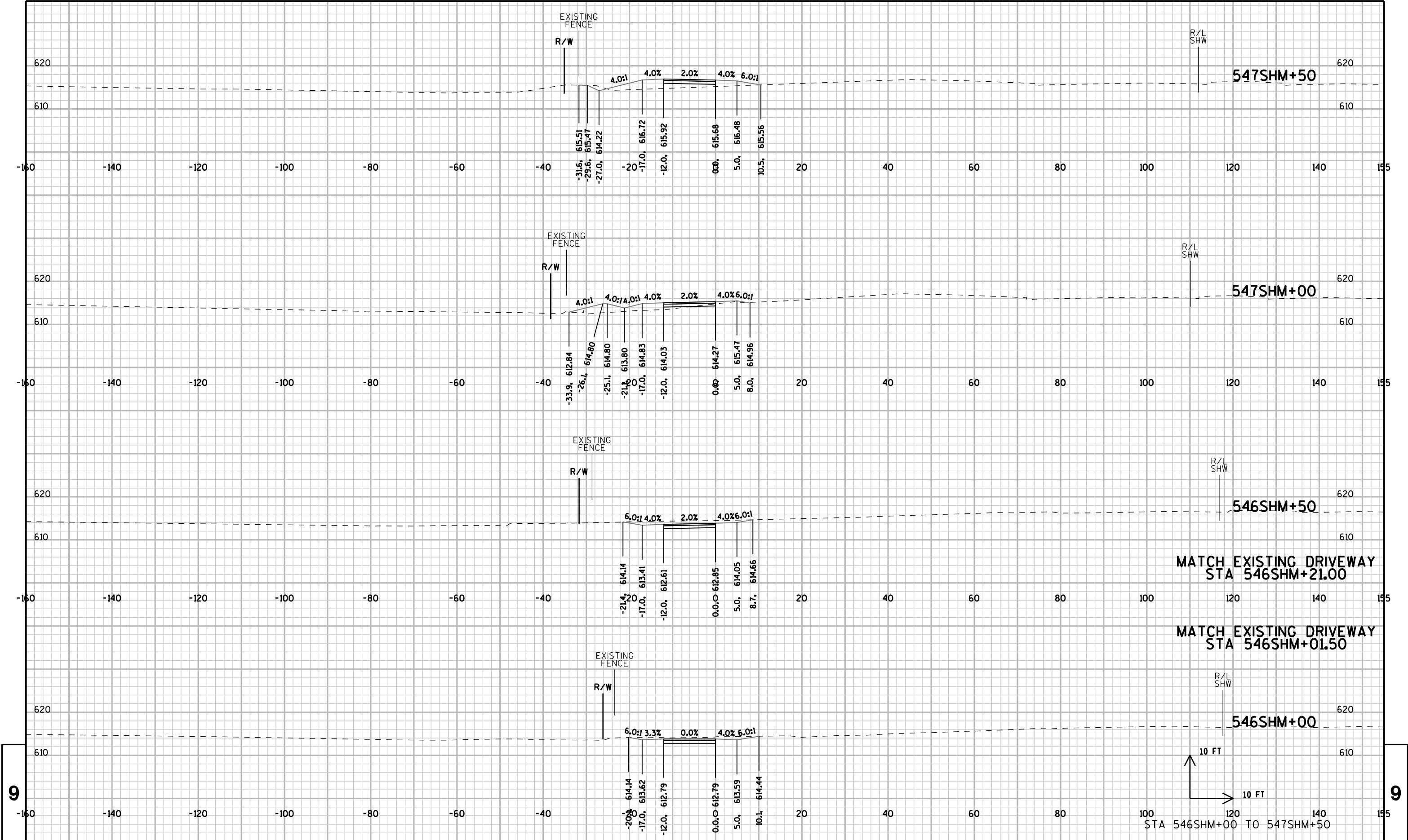
PLOT DATE : 3/18/2013

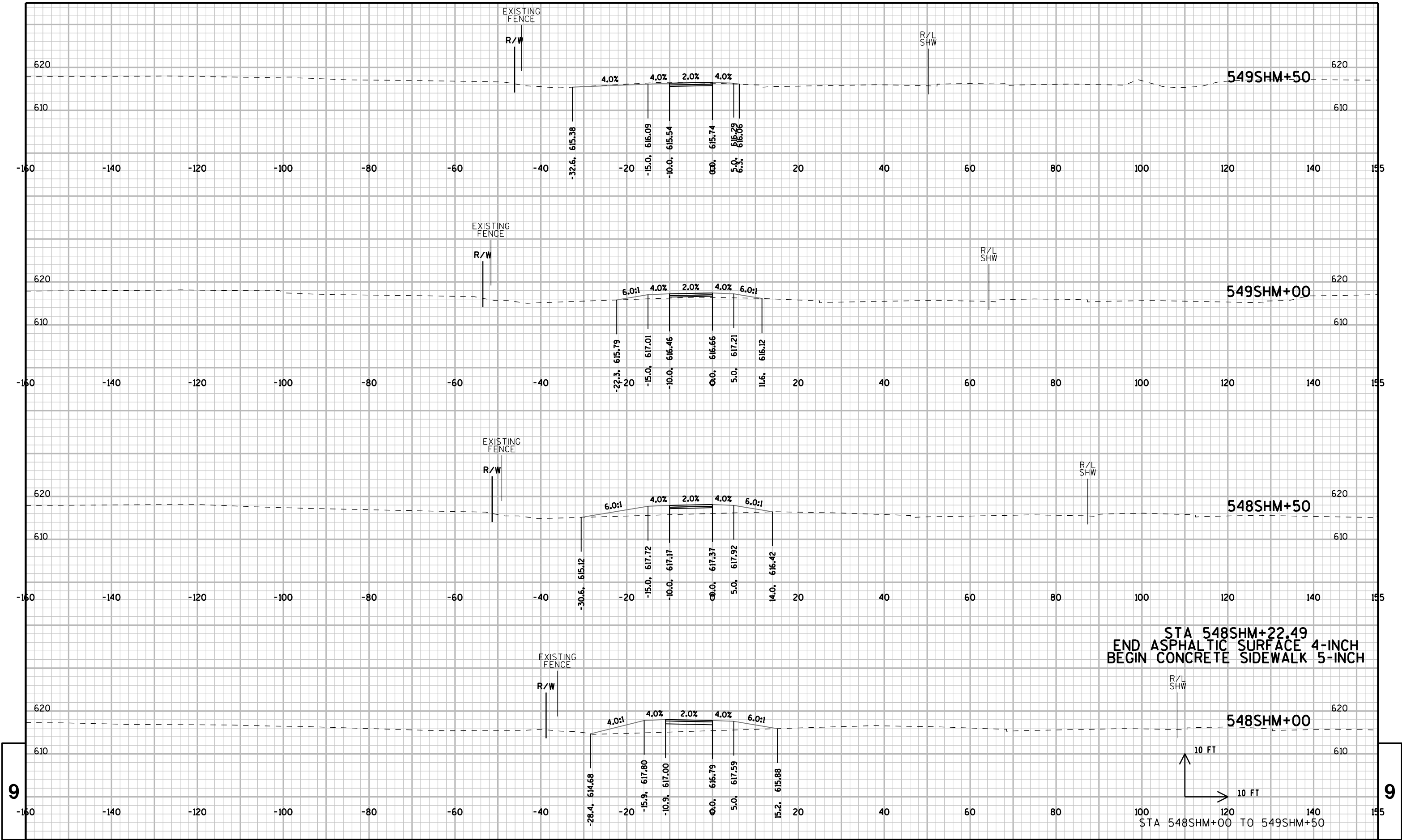
PLOT BY : dbaumann

PLOT NAME :

PLOT SCALE : 20:1

WISDOT/CADDs SHEET 21





PROJECT NO: 9202-08-77

HWY: STH 29

COUNTY: BROWN

CROSS SECTIONS: SHAWANO AVE MULTI-MODAL PATH

SHEET

E

FILE NAME : I:\50142\C5-16-03\1\cds\090200_xs.dgn

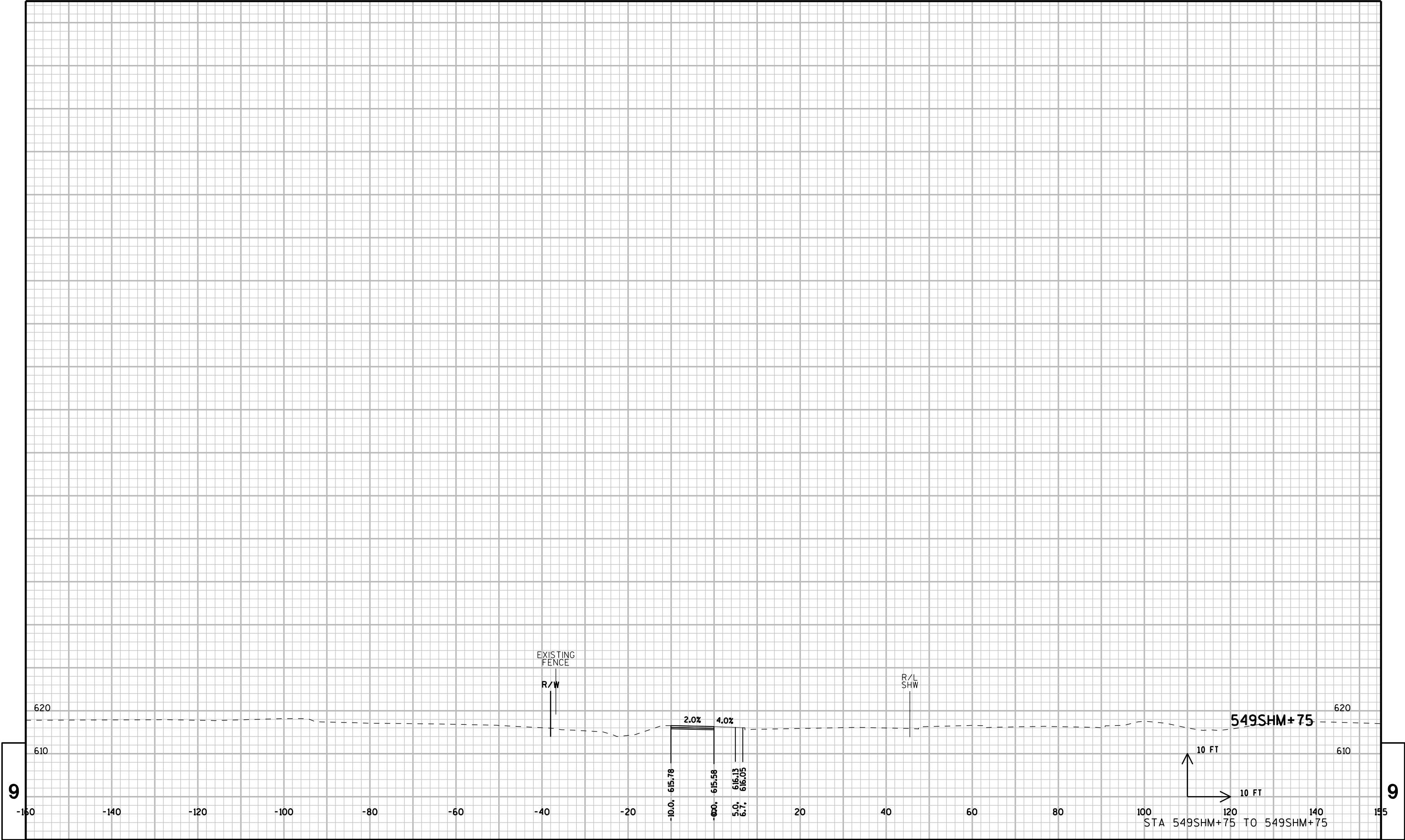
PLOT DATE : 3/18/2013

PLOT BY : dbaumann

PLOT NAME :

PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



PROJECT NO: 9202-08-77

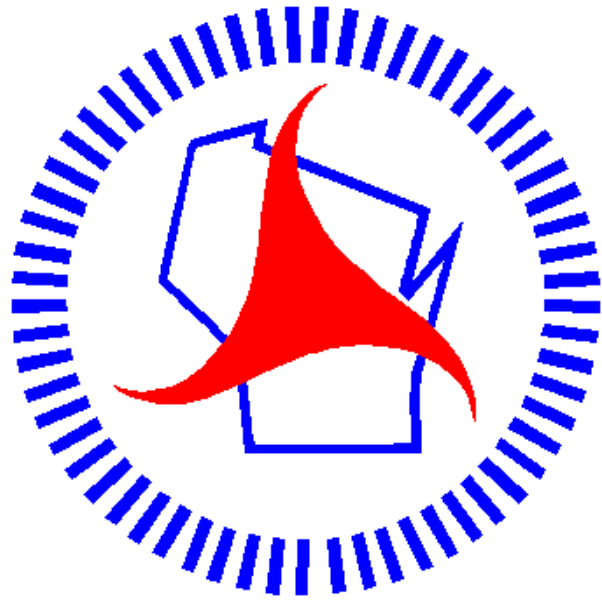
HWY: STH 29

COUNTY: BROWN

CROSS SECTIONS: SHAWANO AVE MULTI-MODAL PATH

SHEET

E



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